The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1239. 日十初月五年五十二緒光 SATURDAY, JUNE 17, 1899. 六拜禮 號七十月六英港香 THIRTY DOLLARS PER ANNUM.

THE UNITED ASBESTOS ORIENTAL AGENCY.

Sole Agents for the UNITED ASBESTOS COMPANY, LTD., LONDON.

DODWELL & Co., LIMITED, *General Agents.*

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

SUBSCRIBED CAPITAL.....Yen 12,000,000
PAID-UP CAPITAL..... 10,500,000
RESERVE FUND..... 7,300,000

Head Office:—YOKOHAMA.

Branches and Agencies.

KOBE. NEW YORK.
LONDON. LYONS.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

S. CHOH,
Agent.

Hongkong, 7th April, 1899. [382

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ...3½ "
" " " 3 " ...2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [31

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.....$10,000,000
RESERVE LIABILITY OF PROPRIETORS.$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
E. Goetz, Esq.,
A. Haupt, Esq. | A. J. Raymond, Esq.
R. H. Hill, Esq. | P. Sachse, Esq.
The Hon. J. J. Keswick. | E. Shellim, Esq.
A. McConachie, Esq. | R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARTNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 6th June, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL..... 5,000,000
PAID-UP CAPITAL..... 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. HANKOW.
CHEFOO. PEKING.
CHINKIANG. SWATOW.
FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % " " 6 "
5 % " " 12 "

E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [1237

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital.....£ 324,374

HEAD OFFICE.—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq.
Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq.
D. Gillies, Esq. | T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months, Fixed 5 %
Hongkong, 30th May, 1899. [18

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(:o:)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	*Ceylon*	C. L. Daniel	About 19th June	Freight or Passage.
SHANGHAI	*Ballaarat*	C. L. W. Feild	About 23rd June	Freight or Passage.
LONDON, &c.	*Nubia*†	G. C. Henning, R.N.R.	Noon, 24th June	Freight or Passage.
JAPAN	*Rosetta**	C. C. Talbot	P.M., 24th June	Freight or Passage.
JAPAN	*Socotra**	T. H. Hide, R.N.R.	About 27th June	Freight only.
LONDON	*Japan*	G. K. Wright, R.N.R.	About 6th July	Freight or Passage.

*(Passing through the Inland Sea). †(See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 17th June, 1899. [5

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

(:o:)

STEAM FOR
SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA,
(DIRECT WITHOUT TRANSHIPMENT).
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO,
AND
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*RAFFAELE RUBATTINO.....Saporiti.....8th July.
*DOMENICO BALDUINO.....Canepa.....5th August.
*SINGAPORE.....Pizzarello.....2nd September.

*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO.,
Agents.

731a]

COOLALTA BURGUNDY.

Telephone 75.

Per case 1 doz. quarts... ... ... $15
Per case 2 doz. pints $17

STRONGLY RECOMMENDED FOR INVALIDS.

CALDBECK, MACGREGOR & CO.,
SOLE AGENTS.

Hongkong, 25th May, 1899. [15

HONGKONG HOTEL. BOARD AND RESIDENCE. On Monthly Terms from 1st May, 1899.

CLUB WHISKY
IS THE BEST.

(:o:)

$12.00 ... ... PER DOZEN.

(:o:)

H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 19th May, 1899. [20

Ex. S.S. "NUBIA"

Latest Novelties in trimmed and untrimmed HATS and BONNETS.
A Choice Selection of CHILDRENS' White Washing BONNETS and HATS.
FURNISHING DEPARTMENT.—New Oil Cloths & Linoleums, &c., &c.
N.B.—*An early Inspection Solicited.*

W. POWELL & Co.,
Immediately Opposite POST OFFICE.
1ST FLOOR.

Hongkong, 2nd June, 1899. [27

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

(:o:)

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT.....THOS. SKINNER

27] DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.
CRAIGIEBURN is situated at BLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.
Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street.

GEO. J. CASANOVA,
Manager.

Hongkong, 4th January, 1899. [28

HOTEL ORIENTE,
MANILA.

THE Public are informed that this FINE and COMMODIOUS HOTEL is To-day entirely under ENGLISH MANAGEMENT, and is now on a par with the best managed Eastern Hotels. All the latest improvements and conveniences have been added to the building, including Electric Light throughout.
The Premises are specially constructed for the tropics, and every attention is paid to the Comfort and Convenience of Guests.
Cuisine of the best, and Prices Moderate.
A First-Class Livery Stable is attached to the HOTEL. [804a

THE
CLUB HOTEL,
LIMITED.

(:o:)

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL, Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.
The Company's Steam-launch attends the arrival and departure of all Mail Steamers.
Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36

ACCIDENTAL DEATHS
WOULD NOT HAPPEN
IF YOU USE
ESSET'S FLUID,
THE STRONGEST KNOWN
DISINFECTANT.

WATKINS & CO. 66, QUEEN'S ROAD CENTRAL.

Hongkong, 12th June, 1899. [14

THE PHARMACY.
HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER
TANSAN.

FLETCHER & CO.
and
CARMICHAEL & CO.

23]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [1242

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1898. [45

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40

Intimations.

EXCURSION TO MACAO.
(RELIGIOUS PROCESSION.)
WEATHER PERMITTING.

THE Steamer

"HONAM,"

will make an Excursion Trip to MACAO, TO-MORROW, the 18th instant, leaving HONGKONG at 9 A.M. and returning at 10 P.M.

FARE.....$2.50
NO SINGLE FARE.

TICKETS to be had at the HONGKONG PRINTING PRESS or at Messrs. CAMPBELL, MOORE & CO'S STORE.

Hongkong, 17th June, 1899. [794a

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND WHAMPOA DOCK CO., LTD. will be held at the OFFICE at the Company, Queen's Buildings, Victoria in the Colony of Hongkong, on MONDAY, the 3rd July, 1899, at 3 o'clock in the Afternoon, when the SUBJOINED RESOLUTION will be proposed. Should the RESOLUTION be passed by the required majority it will be submitted for confirmation as a SPECIAL RESOLUTION to a SECOND EXTRAORDINARY MEETING which will be subsequently convened.

"That the Memorandum and Articles of Association submitted to this Meeting be and the same are hereby approved and that pursuant to the Provisions of the Companies (Memorandum of Association) Ordinance 1890 the form of the Company's Constitution be altered by substituting such Memorandum of Association with extended objects as therein set forth and such Articles of Association for the Company's Deed of Settlement dated the 29th of August, 1863, and for all Regulations of the Company subsequently made and now in force; and that the Directors be authorized to apply to the Court to confirm this RESOLUTION under the said Ordinance."

A copy of the Memorandum and Articles referred to in the above Resolution lies at the Office of the Company at Queen's Buildings aforesaid and can be inspected on application any time during Office hours.

Dated the 16th June, 1899.
By Order of the Board,
T. I. ROSE,
Secretary.

Queen's Building,
Victoria, Hongkong. [801a

Some one
Carries the Risk

Who carries the risk on your life? If you are not assured your wife and children carry it. If your house burns down without insurance, you have carried the risk and have to bear the loss. If you die without assurance your family has to bear the loss. Don't let them carry the risk any longer; they can't afford it.

THE EQUITABLE.

F. KIENE,
Acting Manager.

BRANCH OFFICE:
No. 9, Praya Central, Hongkong. [770a

JAPANESE FOTOGRAPHER,
M. MUMEYA.

HIGH CLASS PORTRAITURE IN ALL STYLES.

ENLARGEMENTS up to 96" × 48".

Choice Collection of Coloured Local Views, Costumes, Japanese Albums of every Description with Gold and Cherry Lacquered Covers in Several Sizes.

All descriptions of work done for Amateur Photographers and a SPECIALITY MADE of DEVELOPING FILMS IN THE SUMMER.

NOTE. Films are very liable to dissolve during development in a tropical climate, but by using the special developer supplied by this studio, this danger is obviated without the use of ice.

No. 8a, Queen's Road Central,
(Opposite the Marine House),
Hongkong.
3rd June, 1899. [753a

FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE CO., LIMITED, having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES.

H. RUTTONJEE,
Elgin Street, Kowloon.
Hongkong, 3rd May, 1899. [610a

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [18

To-day's Advertisements.

NOTICE.

I HAVE established myself This Day under the Name and Style of LEOPOLD SPATZ & CO., as General Merchant, Manufacturers' Agent and Commission Merchant,

LEOPOLD L. R. SPATZ,
Office: Queen's Road Central, No. 9, Corner Icehouse Street, 2nd Floor over New Victoria Hotel.
Hongkong, 17th June, 1899. [805a

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on TUESDAY, the 20th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 17th June, 1899. [803a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"TANTALUS,"

Captain Thompson, will be despatched as above on TUESDAY, the 4th July.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th July, 1899. [802a

Intimation.

A. S. WATSON & Co., LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

	Per Doz. Case.
B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule	$10.80
C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule	12.00
CC.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	12.00
D.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule	14.40
E.—EXTRA SUPERIOR OLD ALE DRY, very finest quality, Black Seal Capsule (*Old Bottled*)	20.40

B, *C*, and *CC* are excellent dinner Wines and suitable for invalids and delicate stomachs. *D* and *E* are after-dinner Wines of a very superior vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited,
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 17, 1899.

REUTER'S TELEGRAMS.

GREAT BRITAIN AND THE TRANSVAAL.

LONDON, June 15th.

The Raad has approved of President Kruger's Franchise proposals, subject to reference to the Burghers. President Kruger in thanking the Raad said, he did not know what was going to happen, that Great Britain had conceded nothing; he did not want war but was unable to make any further reply to Mr. Chamberlain.

The Uitlanders petition, which has been published, constitutes an exhaustive indictment against the political, financial, and judicial administration of the Transvaal. It is based on Sir Alfred Milner's despatches and finally disproves the unreality of the grievances of the Uitlanders. The papers generally applaud the masterly exposition of the situation. The *Daily Chronicle* alone condemns as mischievous, the untimely publication of the despatches.

NEW FRENCH MINISTRY.

M. Poincare is forming a ministry.

WEATHER REPORT.

The Observatory report says:—On the 17th at 11.55 a.m. The barometer has fallen on the China coast, risen in the extreme North. The depression appears to have passed into the Japan of the Sea of Japan. Gradients slight for S. winds on the China coast. FORECAST:—Moderate S.W. winds; fair.

LOCAL AND GENERAL.

H. M. S. *Undaunted* left for the north this afternoon.

THE Emperor is in better health, and is, it is said, no longer confined on the island in the Imperial grounds, but is back in the Palace.

THE Russian Railway Loan may quite possibly be floated through the interest of Messrs. Baring Bros, who will as Russia's agents probably take it up.

THE French Minister had an audience with the Empress Dowager, and the Emperor, on the 29th ulto; and the German Minister had a farewell audience on the 30th.

BARON von Heyking presented the Emperor with the Grand Cross of the Black Eagle, the highest Prussian decoration, and also the Red Eagle before leaving Peking.

BY the end of this Chinese moon it is expected the Imperial Palace will be lighted by some sixty-six electric lights, the six already tried having proved so satisfactory.

YU Mantzu is said to have heard that the French intended demanding his execution, and to have secretly left the Capital. He is now reported to be plotting another rebellion.

ACCORDING to a vernacular paper another disastrous accident recently occured at the laying down of the railroad at the Tungchih gate, outside Hankow, resulting in the death of over one hundred workmen.

AT the Mixed Court, Shanghai, on the 8th inst., a soap manufacturer, who forged Messrs. R. Barkhill & Son's trade mark, was fined $100, and the soap found on his premises with the forgedmark confiscated. The shop-keeper who sold the soap, was discharged,

THE Band of the Hongkong Regiment will play at the Hongkong Hotel this evening from 8 to 9.30. Following is the programme:—

March	"Plantation Songs"	Ackermann
Cavatina	"Anna Bolena"	Donizetti
Valse	"Soldaten Lieder"	Gung'l
Selection	"Peer Gyut"	Grieg
Polonaise	"Oldenberg"	Peter
Barn Dance	"Boston Belle"	Godfrey

God Save the Queen.

SHANGHAI has done well at Cricket against Weihaiwei, a telegram on the 7th giving Shanghai's total as 220 against Weihaiwei's 93. To show the selection which the Weihaiwei team had to draw upon we may mention that the ships in port are the *Centurion, Victorious, Bonaventure, Iphigenia, Aurora, Linnet, Phœnix, Alacrity, Brisk, Fame Whiting* and *Humber*.

THE Gymkhana meeting, to be held this afternoon, was postponed. The public, however, were not aware of the postponement, and several people went to the Happy Valley, only to be disappointed. The Committee must have known in the morning whether the meeting was to be postponed or not, then why was not a notice sent to the papers? Such notice could have been inserted in the mid-day extras and have prevented visitors going to the Valley on a fruitless errand.

AT the Magistracy this morning, a Chinaman, aged about 50 years, was charged with the murder, of the Chinaman who, on the 17th of April, was found dead at Unlung—the messenger sent to deliver and post the Governor's proclamation of the taking over of the New Territory. It will be remembered that this man was beaten, put in a crate and ducked in the river, and afterwards killed. On Thursday the accused went to the Registrar General's to lodge a complaint about some land. During the conversation suspicion was aroused, and the police were telephoned for from the police station. The Chinaman was accordingly arrested, and Chief Detective-Inspector Hanson gave evidence of arrest at the Magistracy this morning. Accused will be tried on Thursday or Friday next.

THE weather, says the *Foochow Echo*, is abominable, as it has been, almost without intermission, for the past three weeks; nothing but rain, rain and floods. Of course the consequent interruption to business has been most serious both to foreigners and natives. As regards tea, the detention of the boats with the first supplies from the up-country districts has delayed the departure of the steamers in port. The *Glensheil* which arrived on the 27th ult. and the *Stolberg* on the 1st inst. are still here, and although both are advertised to leave on Wednesday next it does not appear at all certain that they will be able to do so; that is, if their getting away is to depend upon the weather. There has been a good deal of suffering, through the inundations, in the low-lying country. Withal it is satisfactory to learn that the rice crops have not so far been seriously affected.

A YOUNG Chinaman, aged 19, confessed at the Magistracy this morning to stealing a trunk containing twenty-one articles of clothing, two pairs of boots, two pairs of socks, one silver watch and chain and a purse containing $15, the total value being $30. He was sentenced to four months' hard labour and to receive 15 strokes with the birch during the last seven days of his imprisonment. Another young offender, named Chau King, aged fifteen, was also sentenced to six months' hard labour for stealing three piculs and eighteen catties of salt fish from a junk, the property of Lo Chung-Man the boatowner. It appears that the prisoner, accompanied by four other Chinamen, not in custody, came alongside the complainant's junk in a large sampan. There were only the complainant and two women on board, who were unable to offer any resistance. The prisoner in defence said that his master had told him to take the fish and that he (the master) would pay for it. His Worship could not quite believe this story, especially as it was quite uncorroborated, and so sentenced the prisoner to the above term of imprisonment.

IT appears from a vernacular paper that the Manchu and Banner soldiers at Peking are in the habit of pawning their rifles and other weapons, so much so that the officials have found it necessary to issue proclamations forbidding the pawnships to accept the pledge in future.

WHEREVER Englishmen gather together, no matter under what climatic conditions or natural difficulties, they promptly institute cricket and and horse racing. From the *British North Borneo Herald* we learn that the third annual race meeting of the Marudu Turf Club was held at Kudat on the 1st of May, and the editor adds to his introductory remarks that "there was a large attendance of Europeans, over forty being present."

A DESPATCH to the *Universal Gazette* says that the Germans at Jitchao have mounted guns at all the important passes to prevent a likely disturbance by the local desperadoes who have congregated there in large numbers. The Tancheng Magistrate lately arrested six of the ringleaders and refused to release them on bail when applied for by over a thousand of the villagers. Strict vigilance has to be kept over the city gates to check an uprising.

AN instance of the silly puerilty of the Chinese in their very serious work of conducting examinations for the higher ranks of the mandarinate is recorded from Chinkiang. During the annual examinations just now concluded, one of candidates forgot for a moment to remove his glasses when speaking to the Literary Chancellor and was thereupon condemned to kneel for a whole day on the bare stones of the examination hall. Another was similiarly punished for speaking during the examination.

MISS Yew, the American vocalist, who is now singing at the Promenade Concerts in London, can boast of possessing the highest voice ever known. Miss Sybil Sanderson's "Eiffel Tower" note, introduced with such effect in "Esclarmonde," is now surpassed by nearly five full notes. This phenomenal upper register is, according to medical research, due to an abnormal arrangement of the vocal chords. The list of singers who can sing Mozart's "Angui d'inferno" and "Non sei capace," which introduce again and again the F. in alto, is a short one, and this note is nearly an octave lower than Miss Yew's E. in altissimo.

THE Canton correspondent of the *Universal Gazette* writes that some enterprising gentry of Chia Yingchou, Kwangtung, recently explored a fertile colliery there and obtained permission of the authorities to work it which was vigorously opposed by the inhabitants as affecting the *fenshui* of the place. Failing to deter the men from the work the inhabitants took the law into their own hands and made a combined attack on the miners and staff, killing some eight people, while two of them, a hsiutsia and a runner of the Magistrate's Yamen, were literally hacked to pieces. The murderers further proposed to vent their anger on the Magistrate.

THE first fatality on the new Chapoo road bridge is to be recorded and unless some great improvement is made on the approach at the Hongkew side, it will only be the forerunner of many others, says the *China Gazette* of the 8th inst. It appears from the reports that have reached us from Chinese sources that yesterday afternoon a brougham belonging to a Chinese livery stable was crossing the bridge and owing to the narrowness of the roadway at the Chapoo Road end, a respectable middle aged Chinese woman was unable to get out of the vehicle's way in time. She was knocked down and the wheels passed over her body. She was carried to her house in Chapoo road where she died this morning.

TIME wasted on little duties is not often considered. An English mill-owner not long ago issued the order that the girls in his employ should not wear laced shoes. The reason he gave was that each one's shoe became untied at least five times a day, and took at least five seconds to retie. When these twenty-five seconds were multiplied by three hundred—the number of girls in his employ—the loss of time was, he said, too serious to submit to. Another mill-owner, talking over this case, said that he had forbidden visitors, because each of his "hands" turned her head to look at them. Computing twenty visitors a day, and two seconds for the head-turnings of each of his six hundred employees, made over six hours daily wasted in that gesture.

ADMIRAL Dewey and the officers and men of the Asiatic fleet have filed their claims for prize and bounty money. The Navy Department has referred the claims for bounty to the court of claims for settlement and there are a number of interesting questions involved in the determination of the amounts of these claims. The total claim of Admiral Dewey, for prize and bounty money, will probably not be less in any event than twenty thousand dollars though it may be a much larger amount. If it is decided that the American fleet engaged an equal or superior force, the total amount of both prize and bounty to be allotted will be just double what it would be if it is decided they engaged an inferior force, and in this connection the court will have to decide whether the land batteries of the Spaniards can be taken into consideration in estimating the strength of their forces. It is understood that Admiral Dewey considers the enemy's forces to have been superior to his own, if the guns from the forts, firing continuously upon their ships during the engagement, are taken into consideration. Another important question is whether the three Spanish vessels which have been restored to the U.S. naval register are to be treated as prizes, as was done with the Confederate ram *Albermarle*, sunk, but afterwards raised. There is also a question whether or not the property captured ashore in the arsenal at Cavite should also be condemned as prize, the prize law of 1864 rendering favourable construction upon this point quite possible.

THE new Tientsin Magistrate has won all hearts by his prompt settlement of all cases brought before him, and the people are making quite a hero of him.

NATIVE circles have it that Gen. Su Yuanchun has been ordered to Peking by secret edict, and it is thought he has been summoned in connection with the Shantung trouble.

THE master-key, with which the Indian warder opened the prisoners' cell when certain convicts escaped from the Municpal gaol at Shanghai, on the 5th ult., has been found in a rusty condition in the small compound attached to the British goal. It is presumed that the key was thrown over the dividing wall by one of the prisoners when getting away.

THE Tartar-Generals of Heilungchiang, Kirin and Fengtien, having fully raised the levies of troops, ordered last spring by the Empress Dowager, in their respective provinces, and Chang Shun (Manchu), an ex-Tartar-General of Kirin, has been recently appointed to inspect the levies in question, which are stated to number 12,500 in each province, or 37,500 in all.

THE *Ostasiatische Lloyd* states that immediately after the agreements between the German and Chinese Governments with regard to the railway construction had been signed last week in Peking, the contract of the railroad in the hinterland of Kiaochou was placed with the Shantung Syndicate under the management of the Deutsch-Asiatische Bank. The same paper also states that steps have already been taken to push on the work of the line from Tsintau to Weihsien without delay.

THE *Hailan* returned from San-tu last Saturday without any tea, says the *Foochow Daily Echo* of the 10th inst. It is reported that coolies could not be got to carry it to the steamer. Some of the local coolies were willing, but the threats of the overland-carry-coolies overawed them and they had to retire. The steamer left again for San-tu on the 5th inst, and this time it is understood that she will return with a cargo of tea, the authorities having brought pressure to bear on the local coolies. The overland-carry-coolies, previously described as "a small army," are estimated to number nearly twenty thousand.

IN our advertisement columns will be found an announcement of the transfer of the Hotel Oriente, at Manila, to English management, and visitors to that port will find in the hotel now all that he desires for comfort. The new management have taken over the place to cater for American and English tastes, a special staff of English speaking Chinese boys having been sent from Hongkong, so that visitors who do not speak or understand Spanish will not be subjected to the same inconvenience as formerly, when the attendants and other servants were Filipinos who understood no European language but Spanish.

THE death of Mr. Thomas Wood will be a sad blow to all his numerous friends in Shanghai, for a kinder hearted and more genial companion than Tom Wood it would be difficult to find anywhere. It can be safely said that he had not an enemy in the place, while all who knew him were quick to recognise his sterling worth. He came out to China nearly thirty years ago as an assistant in the firm of Drysdale, Ringer & Co., and he remained with them until the firm gave up business, having been made a partner, but most of the time he was their representative at Hankow. Of recent years he was connected with the Sheridan and Belmont Mining Companies, and the Shanghai Waterworks Co. For some time past Mr. Wood suffered from failing health, but nothing serious was anticipated, until a fainting fit on Wednesday morning caused prolonged unconsciousness. He recovered during the day, and hopes were for a time entertained that he would recover but another seizure towards evening unfortunately proved fatal. The funeral at the New Cemetery was very largely attended by sympathetic friends.—*N. C. Daily News.*

DURING next week we are to be favoured with a Conference Concert, by Jessie Brandani, a French Civil Engineer, who goes under the name of "Troubadour," and who, with a daring spirit of adventure, resolved to quit Paris in 1890 without a cent in his possession in order to make a tour "Round the World" in ten years. He engaged that during that lapse of time he would visit all the prominent cities wherever civilization has penetrated, without demanding any pecuniary assistance or exercising any liberal profession with which he was familiar, and without acquiring or knowing any other language than his own. He is the only traveller who attempted to traverse European Russia and Siberia from Elsingfors to Vladivostok (in the heart of winter) without means and without wearing fur clothes, and who succeeded in doing so within twenty months. People taking any interest in the dauntless traveller "Il Trovatore" may be assured of his truthfulness by reading the testimonials of the various consuls and the articles published in the different newspapers of all the cities and towns visited by him. It may be asked: How does this man earn his living? Simply by giving Interesting Lectures and accounts of his trip, which have sometimes happened to be dangerous and sometimes amusing. He is somewhat of a musican and sings songs of his own composition, using a guitar for his accompaniments. His entertainments have been appreciated by a great number of distinguished personages, who attended his Concerts. The first part of his programme usually consists of lectures, namely—"Departure from Paris," "Slaughter of 10,000 Armenians (26th August, 1896)", "In America," "Il Trovatore" Taken Prisoner at Khartoum," "Il Trovatore" Fights with the Khurds," "Russia and Siberia," "The aim of 'Il Trovatore.'" The Second part takes the form of a concert, the principle renderings of which are:—"Kataplan! Kataplan! (Tour of the World)"—"The Beauties of Shanghai" "Twenty seven Kinds of Love" classified by "Il Trovatore" "Figaro," Parody of "Barbier de Seville," "What is Life?" and "The Universal Language as Approved by the Madhi."

SANITARY BOARD.

This morning a special meeting of the Hongkong Sanitary Board was held for the purpose of considering the necessity of taking additional measures regarding the plague. The President (Dr. Atkinson, Principal Civil Medical Officer) occupied the chair, and there were also present the Vice-President Hon. F. H. May (Capt. Superintendant of Police), the Hon. R. D. Ormsby (Director of Public Works), Mr. E. Osborne, and Dr. Clark (Medical Officer of Health), Mr. A. W. Brewin (Acting Registrar-General), and Mr. Duggan (Secretary).

The Secretary read the notice convening the meeting for the purpose of appointing six students from the Hospital College, to act as inspectors and make house-to-house visitations in the infected areas, and also to consider any further steps that may be deemed necessary.

Dr. Clark, said that, regarding further steps to be taken, he would like to state that although the plague returns were slightly decreasing, they showed a peculiar departure. Instead of being confined to No. 9 district, cases were found scattered in Nos. 5 and 6 districts and, in fact, all over the city. They already had the power of cleansing any district that in their opinion required it, but he did not think that as No. 9 had already been cleansed that it could be much improved. What they wanted was further powers to be able to send inspectors to make house-to-house visitations in suspected neighbourhoods. He wished to propose that that H. E. the Governor be asked to declare Nos 4, 5, 6, 7, 8 and 10 districts infected with bubonic plague.

The Vice President seconded and the proposition was carried.

The Secretary read the following minute, by the Medical officer of Health:—

I have the honour to report that in the private prosecution for assault on Fung Chi-ming, one of the students appointed to carry out the house-to-house visitation in No. 9 district and in which I was called by direction of the Police Magistrate as witness, it was held by the magistrate, that the assault was justifiable as the student was trespassing on private property. The magistrate held that these students had not been duly appointed as officers of the Board as required by Section, 9 of the Public Health Ordinance. I suggest that the President be asked to call a special meeting of the Board, and that the Board do recommend H.E. the Governor to appoint the following students as inspectors of nuisances until further notice, as a magistrate held that under the law, Section 9, only Sanitary Superintendents, Sanitary Surveyors and Inspectors of Nuisances are officers of the Board, the remainder being servants and bye-law 25, made under section 13 of Ordinance 15, 1894, requires that the house-to-house visitation should be conducted by officers of the Board.

Names of the Students:—Lee Yun Lee, Fung Chi Ming, Chow Fai Kwong, Tee Hon Kee, Lau Lai, and Kwang Ngai Leung.

The President said that on the 9th of last month when, in conversation with the Governor, he had recommended the appointment of these students, he had done so as by a bye-law passed in July, 1888, the President was authorized to act as executive of the Board, during the intervals of their meetings, but a magistrate had held that the President's appointment was not sufficient, so that he wished to propose that Dr. Thompson and the six Chinese students be appointed as inspectors, Dr. Thompson supervising their labours, and that the matter be referred to the Attorney-General for his legal advice.

HONGKONG SHARE MARKET.

Messrs. Benjamin, Kelly and Potts, in their Weekly Share Report, state:—Since our last issue the market has ruled rather quiet and with the exception of a rise in Punjoms and Hongkong Lands there are not many changes to report. The Raub Australian Gold Mining Company, Limited, has declared a dividend (No. 9) of one shilling per share, payable on the 24th July next. The transfer books in Singapore will be closed from the 9th to 24th proximo, both days inclusive, and no transfers from the Brisbane Register to the Singapore Branch Register will be given effect to from the 24th proximo. The Hongkong Hotel Company has advertised an issue of, and invites applications for, 1,000 Mortgage Debentures of $500 each, at par, bearing interest at 6 per cent. per annum, payable half-yearly. The List will close on the 26th instant, and allotment will be made on the 27th idem. Banks.—Hongkong and Shanghai Banks dropped to 295 per cent. premium, at which rate a small lot changed hands, but they quickly rose again to 300 per cent. premium. Nationals are enquired for at $20½. Marine Insurances.—Unions are wanted at $232½. China Traders have been sold at $62. Yangtszes are quiet at $106. Cantons have been placed at $140. Straits have been done at rates between $4 and $5. Fire Insurances.—Hongkong Fires have been sold in small lots at $315. China Fires have been negotiated at $87½ and $88. Shipping.—Hongkong, Canton and Macao Steamboats have improved slightly and have been taken off the market at $29½ and $29½. Indo China are firm with buyers at $69. China and Manilas are in request at $85. Douglas Steamships are obtainable at $59. Star Ferries can be placed at $14. Refineries.—China Sugars are obtainable at $175, and Luzons at $58. Mining:—Punjoms an unsatisfied demand has resulted in sales being effected at advancing rates up to $121. Charbonnages, after sales at $205, are wanted at $225. Jelebus have changed hands at $10.90, $10.80 and $10.75 and are offering at the latter rate. Olivers have been sold at $4. Great Eastern and Caledonians have been fixed at $33 and are now obtainable at $32. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been negotiated at 400 per cent. premium. Kowloon Wharf shares have been sold at $88. Lands, Hotels and Buildings.—Hongkong Lands have been in strong demand and have been fixed at $88, $89 and $90. West Points have changed hands at $29½. Hongkong Hotels have been sold at $93. Humphrey's Estate have been placed at $10.20. China Providents have found buyers at $97. Cotton Mills.—There is no business to report in stocks under this heading. Miscellaneous.—Green Island Cements have continued in demand and have been bought at $28½, $28¾ and $29; at the close the market is easier with sellers at $28¾. A. S. Watsons have been done at $14. Electrics have been booked at $12¾ and $12½. Ropes have been sold at $170. Fenwicks have advanced to $42 sales. Ices have been placed and are firm with buyers at $112. Dairy Farms are wanted at $5.

THE PLAGUE.

Cases reported to 16th inst.		784
Do. do. during past 24 hours		13
Total		797
Deaths reported to 16th inst.		732
Do. do. during past 24 hours		20
Total		752

COLLAPSE OF A ROOF AT WANCHAI.

TEN PERSONS INJURED.

At about eleven o'clock yesterday morning a portion of the roof of No. 43, Praya East, Wanchai, which is a large godown occupied by the boiler making department of Tong Sing's Engineering Works, collapsed. One of the brick pillars which support the roof gave way and tiles, beams and rafters came rattling down upon the men who were employed below. Luckily, although a number of men were working in the boiler shop only ten were injured, eight of them slightly, and the other two sufficiently seriously to necessitate their removal to the Civil Hospital. The injuries of these two were, however, found not to be of a grave character, and they may congratulate themselves upon their lucky escape. The accident is primarily due to the heavy rain of the last few days, but we may also remark that the remainder of the building appears to be none too substantial and should be looked to before further mishaps occur.

We would draw the attention of the authorities to the apparently unsafe state of many of the rery ramshackle buildings to be found on Praya East. Some of them are occupied as shops and dwelling-houses, while others are used as godowns, but we presume that men are employed in all, and so human life must be endangered if the places are unsafe. A portion of the roof of No. 43 has already collapsed, and many more of the buildings look as though it would require very little to bring them down. Surely it is the duty of some Government Department to inspect buildings, and if so how is it that many of those situated on Praya East have not long ago been condemned?

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the above is to be held on Tuesday, 20th June, 1899, at 3.00 p.m., when the following Business will be discussed:—

1. Questions (by Hon. E. R. Belilios, C.M.G.)
   1. The Secretary of State for the Colonies having only sanctioned the collection of duties on Opium by this Government, do the Government propose to collect Customs duties on other commodities?
   2. The Stations formerly belonging to the Imperial Maritime Customs having been taken over by the Police, will the Government say whether or not the Customs Officials are still in occupation?
   3. Have the Colonial Government undertaken to collect duties temporarily or for an indefinite period?
2. (By the Hon. Act. Attorney General) Report of the Standing Law Committee on the Criminal Procedure Bill. (No. 2.)

ORDERS OF THE DAY.

1. (By the Hon. Act. Attorney General.) First reading of a Bill entitled The Piers Ordinance, 1899.
2. (By the Hon. Act. Attorney General.) First reading of a Bill entitled An Ordinance for the Naturalization of Ts'oi Yeuk-shan.
3. (By the Hon. Act. Attorney General.) First reading of a Bill entitled An Ordinance for the Naturalization of Fan Nang, alias Fan Sau, alias Fan Pat Shan, alais Fan Tun Shin.
4. (By the Hon. Act. Attorney General.) First reading of a Bill entitled An Ordinance to further amend the Public Health Ordinance, 1887.
5. (By the Hon. Act. Attorney General.) First reading of a Bill entitled An Ordinance to amend the Arms Consolidation Ordinance, 1895.
6. (By the Hon. Act. Attorney General.) First reading of a Bill entitled An Ordinance to amend the Liquor Licences Ordinance, 1898.
7. (By the Hon. Act. Attorney General.) First reading of a Bill entitled An Ordinance to further amend the Cattle Diseases, Slaughter Houses and Markets Ordinances.
8. (By the Hon. Colonial Treasurer.) First reading of a Bill entitled An Ordinance to authorise the Appropriation of a Supplementary Sum of Three hundred and Eight thousand Six hundred and Seventy-two Dollars and Eighty-seven Cents, to defray the Charges of the Year 1898.
9. (By the Hon. Act. Attorney General.) Committee on the Bill entitled An Ordinance to consolidate and amend the Laws relating to Criminal Procedure in the Supreme Court.

HOW TO SPEND A HOLIDAY.

The following appears in the first number of the "Yellow Dragon" the magazine published in the interests of Queen's College:—

An excursion for a small party of Queen's College boys had been arranged for Whit Monday and the party gathered on the Praya at 8 a.m. While the muster was being completed, two were sent to the market to purchase a live duck who duly joined the excursion, quite unconscious of the prominent part he was to take in the day's amusement. The next addition was a bushel of lichees destined to make one at least of the party remember the festive day for the rest of the week.

Then they embarked on No. 575, cosiest of two-masted junks, and settled down to nibble fruit and tell fairytales for the next two hours, diversifying that sport with cockroach hunting. The 'roaches' were found to be all issuing from half a dozen bamboo stools, so these were strung together and towed astern to encourage those that had failed to sally forth. When the junk arrived at one of the islands recently come under British sway the anchors were dropped and the whole party stripped to swim. Most of them (about three hundred as it seemed to him) seemed to find more pleasure in splashing the only non-swimmer of the party as he clung to any rope or floating board he could find. When this sport palled, all dressed for a short excursion, in the course of which they discovered five inhabitants, a temple, and a gigantic pumpkin, which the donor of five cents to the temple funds was allowed to carry away. Then tiffin. Then, as it seemed uncertain whether the process had been performed, the British flag was hoisted and proclamation made of Victoria, by the Grace of God, of England Scotland and Ireland Queen, Empress of India Defender of the Faith.

This was accompanied by the necessary cheers and a salute of twenty one revolver shots. Striking photographs were taken of the party grouped round the flag.

Now it was the duck's turn. A small piece of wood was tied by a long cord to his near hind leg, while most of the party stripped to swim again. Then he was thrown overboard and eight boys plunged in after him. The chase was most exciting, ducky flying again and again, and reappearing in unexpected positions. Mr. E. Humphreys secured the bird at last, and after a short pause it was released again.

This time it showed such poor sport that it was given a long rest during the progress of various aquatic amusements. Then for the third time it was released this time with no float to it and swam straight away, carrying its pursuers so far that they had to be recalled with difficulty from a position not far short of Macao.

Next the junk sought out another island and landed its passengers at the village of Pingchau, where the populace were numerously inquisitive and very noisy but not unfriendly. Here a hill

was scaled and the panorama enjoyed before the party returned to the Junk for tea. The shades of night were falling, and the wind had fallen already as the party crept home, listening to the eeriest of ghost stories, till their arrival at Hongkong ended a trip of twelve pleasant hours.

SHANGHAI NEW MARKETS AND DRILL HALL.

The finishing touches are now being put to the fine piece of Municipal work which has been slowly approaching completion in the shape of the Public Markets and Volunteer Drill Hall in the Nanking Road, Shanghai. We have already described the Chinese portion of the market, which has been in successful operation for some time. Within a few days, the foreign market on the Nanking Road frontage which opened the other day, will be in full swing and the confidence felt in it is well shown by the fact that many of the shops and stalls have been taken by market men and bear temporary cards promising early tenancy.

The general effect of the fine red brick and Ningpo stone structure on the south side of the Nanking Road is decidedly pleasing although the design is practical and devoid of obtrusive ornamentation. The original drawing provided for a tower to surmount the centre, but this was cut out on the score of economy, as it represented an extra expenditure of some Tls. 10,000. The total area of the site covered by the buildings, including the Chinese markets in the rear, is 42,958 superficial feet. It is bounded on the north by the Nanking Road, south by the Kiukiang Road, east by the Kwangse Road, and west by Kweichow Road. Entering from the Nanking Road we come into the foreign market, which has a light and airy appearance. There are some 33 shops of various dimensions, whilst there is accommodation for about 44 hawkers in the avenues between the shops. The fronts of the shops let down so as to form counters for the display of fruit, vegetables, etc., and all are arranged so that they can be locked up at night. A plentiful supply of water is furnished, and the artifical lighting will be by means of arc lamps. Probably comparitively few foreigners know the story of their food supply in Shanghai, but as there is no longer any excuse for reticence they may now compare the new market with the insanitary street stalls from which it has been the custom of their servants to obtain the household necessaries.

But the chief curiosity of the visitor will probably be to inspect the new Drill Hall, which is on the first floor. It is entered by a handsome concrete and stone staircase at the corner of the Kwangse and Nanking Roads. It is of strikingly fine proportions, measuring 150 feet long by 80 feet wide, and being 25 feet high to the tie-beams of the roof. Some idea of its size will be gained from a comparison with the Astor Hall, hitherto our largest room, which is 53 feet shorter and only half the width. When used for drilling purposes it will be covered with matting, but at other times will be available for dances, public meetings, and so forth. At the east end there is a commodious gallery running the whole width. The windows are of tinted glass, and the heating will be carried out by six large stoves arranged in strikingly handsome faience fire-places. The size of the hall tempts to all sorts of uses, such as a skating rink or a covered tennis court. At present the beams supporting the roof are painted a pale green, and it is a question whether the effect would not be improved by staining and varnishing them some other colour. Four rooms adjoin the Hall, and there are lavatories and other conveniences.—*N. C. Daily News.*

ARMED ROBBERY AT THE KIANGNAN ARSENAL.

A daring armed robbery took place at the Kiangnan Arsenal at three o'clock this morning, 7th instant, when a band of robbers broke into the house of Mr. Chao, one of the writers at the Arsenal. They are armed with clubs and swords. The younger Mr. Chao, was awakened by the noise, and rushing out caught one of the robbers by the queue, but receiving a sword cut on the face, which laid his cheek open, he let go his man. Mr. Chao came to the rescue but he too was attacked and the robbers got away with considerable booty. No arrests have been made by the authorities, who have been notified of the incident.

THE SEOUL ELECTRIC RAILWAY.

Seoul has an electric railway. Last year a Korean company was organized with the Hon. Yi Chai Yun as President to build an electric railroad from the residence of the Governor of Seoul outside the new West Gate through the heart of the city, out of the East Gate to the new tomb of Empress Min. The contract was awarded to Messrs. Colbran and Bostwick original contractors of the Seoul-Chemulpo Railroad.

Work was commenced at once, the track was laid last fall, and the power-house was built. As soon as the machinery and cars arrived there was much curiosity in the company as well as among the people to see the cars running. The 1st inst. was set as opening day, but a slight accident to the machinery necessitated postponement. A week or so later, without any formal opening, cars were run. The greatest care was exercised by the company to prevent accidents. Motor men from Japan were employed and Koreans, who had been in the service of the company, and, therefore, to some extent tried men, were engaged as conductors. For several days the cars ran with more or less regularity and large crowds availed themselves of the opportunity to ride on the cars. The cars ran only on a part of the road, from the East Gate to the old Mulberry palace. The receipts for a few days amounted to a hundred dollars. This no doubt is in excess of what the average will be when once the novelty has worn off.

On the 26th the President of the Company with a few invited guests, both Korean and foreign, proposed to run a car to the Imperial tomb and thus in a formal way open the whole road to the public.

On that morning an accident occurred. A car was running along at the usual slow rate of speed. A child, between probably eight and ten years of age, ran across the track some distance ahead of the car. He got safely over, and the car continued to move on. The father on the other side of the track called the child to come back to him. The child became frightened, ran into the car, was caught under the wheels and killed almost instantly. This was the first serious accident the company had and cannot in any way be attributed, lack of carefulness, for had the father not called the child he would not have ventured to cross, and the accident would not have happened.

The populace of Seoul, labouring under the usual spring excitement, primarily caused by the absence of rain, has for the past few weeks or more been indulging in wild and reckless speculations as to the cause of the drought. The electric wires, some say cut off the influence of heaven; others affirm that as the power house is built on the back of the dragon, there can be no rain until the obstruction is removed. When the lifeless form of the child was taken up from under the car, the people could restrain themselves no longer. They lost their self-control, and, when the car reached Chongno, stones were thrown at the motorman and the conductor, who having no means of resistance, fled for safety. The car, thus left in the hands of the mob, was battered to pieces and then set on fire. Another car likewise was attacked and wrecked. Then the cry was raised to demolish the power house, but the ardour of the mob cooled before the East gate was reached and by the exercise of a little care on the part of the authorities, damage to the building and machinery was prevented.

The motor-men being Japanese, are afraid to return to their work unless protected by Japanese police. This the Korean company refuses to allow. Since the 27th, therefore, the cars have not been running. The matter, we understand, is in the hands of the Japanese Consul, and we hope he will persuade his nationals to return to the work for which they came to Korea and that the cars will soon be running again.

Some surprise is heard among foreigners that cars should be run without the gong and fender. It is due to Messrs. Colbran and Bostwick to say that the company was persistent in having the cars run even though these necessary appliances were unattached. The company, therefore, must assume thorough responsibility, though our own opinion is that every precaution was taken to avoid accidents.—*Korean Repository.*

KOREAN PROGRESS.

The present government, everybody knows, is strongly conservative. Of late it has given attention to the re-examination of the laws of the country, both of the old laws and those of more recent enactment. Changes are suggested. According to one of the daily papers the latest movement is embodied in a petition asking for modification of the law in seven particulars.

The change of the names of the Supreme Court; the payment of salaries of the men who recently examined the statute books for whose services no provision was made in the budget; the publication of the laws as revised; some changes in the laws and regulations applying to the army; the advancement of education for women; the placing of doctors in each of the thirteen provinces to vaccinate the people; and lastly the re-enactment of the ancient law of decapitation and the mutilation of the bodies of criminals. The last recommendation is somewhat amplified. Complaint is made that the laws recently enacted do not discriminate sufficiently between greater and lesser crimes, between the leaders and their accomplices. The ancient law should therefore be revived, the criminals (by which we presume traitors are meant) should be decapitated, their parents, family and children killed or sold into slavery, and their property confiscated.

The Privy Council was changed during the week so that the government, in order to expediate consideration of important matters, is no longer compelled to refer them to the Council. The Council consists, as at the beginning, of fifty members, and while relieved of arduos duties their salaries, which range from yen 25 to yen 40 per month, continue.

A week or so ago, according to the *Kanjo Shimpo*, a petition bearing the names of some twenty men, Peddlers, was presented to the Throne rehearsing the evils wrought by the People's Meeting and by Messrs. Yun Chiho and Pang Handuk in particular, as the leaders. The petition further states that these men are now in comfortable and important magisterial positions, the former at Wonsan and the latter at Weju, a condition inconsistent, in the mind of the memorialists, with the eternal fitness of things in Korea.

With this issue the WEEKLY REPOSITORY will cease to appear. Next week the *Independent*, under the editorship of Mr. W. H. Emberley, will re-appear. We welcome our old friend and gladly give way to him. Seoul needs an English newspaper. We tried to supply the want and now that there is no longer any necessity we withdraw.—*Korean Repository.*

THE WEATHER IN KOBE.

During the past twenty-four hours says the Kobe Herald of the 8th, we have had another heavy rain storm, and at one time it seemed not unlikely that the port would have a repetition of last Saturday's gale. So far, however, the wind has not risen noticeably, and there has been no sea to speak of in the harbour, though a heavy sea has been running outside and in Hiogo Bay. Very heavy rain has fallen for some hours and this afternoon the streets of the Settlement and the eastern end of Motomachi have been flooded. Some of the streets are almost knee-deep. At Anamon, at the time of writing, water is pouring down the street in a torrent and at Sannomiya also the road is impassable. The drain at the North-eastern end of the Settlement was recently enlarged, but it is apparently still not large enough to carry off the immense volume of water for which provision has to be made in the rainy season. The rainy season, by the way, has set in somewhat early this year.

MUD FLAT NORTH.

TIENTSIN, June 6th.

The German Minister with Baroness von Heyking left here on their way home on Friday last, taking with them both the Peking and Tientsin guards, the last of all the foreign guards to go. The Chinese breathe freely again. The guards have undoubtedly been a great incubus to them. If, as some maintain, mischief has been hatching, it will now find an opportunity to vent itself. I refer, of course, to court intrigues. Something must, I think, be on the tapis as there is an enormous muster of native troops in the Capital and they are not called up there in such numbers except when some unusual movement is pending. A few days ago the stillness of early morn was broken by frequent blaring of trumpets, announcing that troops were on the march. It proved to be Gen. Juan's troops being marched to a temporary camp near the Imperial Palace here. What they are here for no one knows, but it is rumoured that they are likewise on their way to Peking. The Empress Dowager is evidently fearing some attack being made on her sacred person or position, as I see Prince Juan's recently mused troops have been ordered to mount guards of 200 men around her palace at night. There is a desire gaining ground in the country to see the Emperor restored. Discontent, in fact, with the existing order of things is rampant, and is being kept well alive by the reform journal, *China Discussion*, published in Yokohama, which is every month being more eagerly looked for and read by thousands of the more advanced young men here. The struggle between the two Imperial parties is none the less real and strong because we do not hear much of what is doing. Things are still unquiet in Shantung and the popular idea is that China has in the near future got to fight somebody, and Italy's name occurs frequently. It is stated that the advice of any and every known anti-foreign official is being sought as to what should be done among them being Li Kuang-chiy, who was recently appointed Taotai in Shanghai, but had to be almost immediately "promoted" on account of his Anti-foreign sentiments.

WAYS AND MEANS.

A report has recently memorialized the Throne to sanction various foreign loans who have contracted foreign loans with China, being approached with a view to the interest on these loans not being paid for three years, the money to be voted instead to the raising and drilling of an efficient force for China's defence. It is not stated yet whether the memorial has been approved, but it is questionable whether the Powers will approve. China has not played her cards in a way to inspire confidence that she would defend herself even if she had the troops.

RUSSIA'S DEMAND.

The Russian Minister is said to have agreed to suspend the demand for a railway direct to Peking on the condition that "should China ever be desirous of building such a railway, she will not obtain the money from anyone else but Russia." This is a typical Russian condition. Did we see China only through the opera glasses handed us by Russia, we should believe her literally gasping to construct railways in all directions, and most particularly in Russia's direction.

THE CIRCUS

is here and is doing very well. Not the least part of the entertainment is to watch the astonished faces and hear the wondering exclamations of some of China's millions. The flying acts of the two girl trapezists and three excellent acrobats elecit the loudest applause, though the funny action of the first-rate clowns tickles immensely. Excitement rose quite to a height over the bare-back riders performances last night, the spectators being carried away by the pace. A week's run without any change in the programme is rather a stiff pull for Tientsin, but it is standing pretty well. I doubt if the place will pay for more than a two weeks' stay, though they talk of a month.

It has been marvellously cool and quite cold at night up to the present, but we shall have it hot very soon now. People are already beginning to pack for beloved Peitaiho.

An accustomed figure has been withdrawn from Peking in the person of Mr. Gwynne, Reuter's special, who has gone to South Africa in preparation for the war which is considered certain. He will be missed here where he has done good work in keeping the home folks well posted on China affairs. He leaves a very young and inexperienced man behind him, and the difference will probably be felt. Dr. Morrison is still in Peking, and as far as I know likely to remain.

DEPARTURE OF REUTERS' AGENT FROM TIENTSIN.

Mr. Gwynne, who has so ably represented Reuter in North China for more than a year past, left Tientsin on Sunday last *en route* for South Africa, where the war cloud renders the presence of such an experienced and capable "special" imperative. We speak for a large circle of friends when we say Mr. Gwynne will be badly missed both here and in Peking, for apart from the valuable service he has rendered in keeping fresh and fostering an ever increasing interest in China at home, his experiences, versatility, and all-round sportsmanship made him very popular socially, and we fear the amicable sporting contests between this port and the Capital which he took an active part in inaugurating, will languish in consequence of his departure. Mr. Gwynne goes back to work with which he is thoroughly familiar—if present forecasts are realized—as he acted as Reuter's war correspondent throughout the Turko-Greek war, being present at every important engagement, and sailed away from some 120 rival penmen both in the accuracy and promptness of his news. He was also throughout the Ashantee Campaign, in all of which services he gained distinction. He is an excellent linguist, being familiar with Arabic and Roumanian as well as French and German, and this, it need hardly be said, is a knowledge which stands him in good stead. He may now possibly have an opportunity of acquiring a smattering of Dutch. Many probably have read Mr. Gwynne's racy book "An Original Wager," recounting his experiences during a sporting tour, and which had a very large circulation. We wish him every success in his new field, and shall hope to hear from him as we are sure to do of him. —*P. & T. Times.*

A CASH PROBLEM.

The Tientsin Prefect has addressed a memorial to the Viceroy respecting the fixing of the rate of cash exchange. His proposal is on the principle that the exchange shops must have some squeeze, and that it is best to recognise the fact without blinking, and make allowance for it. He suggests therefore, that the rate of exchange for dollars or dollar notes taken to the exchange shops to be cashed shall be 995, not less, thus giving the exchange shop a profit of 5 cash per dollar. If cash be taken and dollars or notes asked in exchange, the price paid must be 1,005 cash, again in order to afford the exchange shops a profit. In the same way a 10 cent piece must realize 95 cash; and 105 cash a 10 cent piece. Few people will cavil at this arrangement if it receives the Viceroy's approval, as anyone will gladly pay the modest charge of such a rate, and have the price of exchange rendered stable in perference to the present condition of affairs, and we hope the memorial will receive the Viceroy's heartiest endorsement and be rigidly enforced by the authorities. After a miserable 750 or 800 cash exchange 995 cash to the dollar will represent wealth and plentitude.—*P. & T. Times.*

HOME CYCLING.

At the Crystal Palace track, A. A. Chase, holder of the 1 hour British record, has made successful attacks on the ½ and ¼ mile (standing start) records. On May 9th he lowered the record for ¼ mile, previously held by J. W. Stocks, to 1 min., 18 1-5 secs., and on the following day captured the ½ mile which, has stood to the credit of the American flyer J. S. Johnson since 1896, by covering the distance in the smart time of 54 secs., dead. The North Road crack is moving in grand style and there is every indication of his figuring more prominently than ever this season in record attempts.

The Woods valve is admitted to be the most perfect form of valve for pneumatic tyres. After the dust cap has been removed and the pump nozzle connected, no screwing or unscrewing is necessary to allow the inflation of the tyre. When inflation ceases the valve closes itself automatically without any escape of air whatever taking place. Great care has been bestowed upon its manufacture to render it air-tight, and but for the occasional renewing at very long intervals of the rubber sleeve (an operation which can be performed by the veriest novice in a few seconds) it requires no attention whatever.

The second day's meeting of the Glasgow Northern C.C. Carnival proved very successful, excellent sport being witnessed. Bourrillon, the famous French sprinter, won the five miles handicap from scratch. T. Summersgill, holder of the ¼ mile N.C.U. Championship, captured the two miles scratch race, the ¼ mile Amateur World's quad record was successfully attacked by the Brothers Thomson, who covered the distance in 24 3-5 secs., while McFarlane reduced the 1 mile Scottish Record (flying start) to 1 min. 40 3-5 secs.

RUGBY TEAM FOR AUSTRALIA.

An English Rugby football team has sailed for Australia. It is the first team which has ever been sent out to Australia under the auspices of the English Rugby Union. The undertaking has been arranged by Mr. Mullineux, of Kent, and Mr. G. W. McArthur, the Old Leysian three-quarter back and the representative in England of the South Wales Union, in conjunction with the home authorities. The team plays its first match on June 17th. The team is constituted as follows:—Back, E. Martelli (Dublin Wanderers); three-quarter backs, E. Gwyn Nicholls (Wales), A. B. Timms (Scottish Trials), G. P. Doran (Ireland), E. T. Nicholson (Cheshire), and A. M. Bucher (Scotland); half-backs, G. Cookson (North of England), C. Adamson (North of England), and M. Mullineux (Kent); forwards, G. R. Gibson (England), J. W. Jarman (England), F. M. Stout (England), T. W. McGowan (Ireland), J. S. Francomb (Lancashire), B. J. Swannell (East Midlands), G. E. Evers (Moseley), W. Judkins (Coventry), F. C. Belson (Somerset), A. Ayre-Smith (Surrey), H. G. Gray (Scottish Trials), and C. E. K. Thompson (Lancashire).

SHIPPING REPORTS.

Captain Roach, of the steamship *Haitan* from coast ports, reports:—Foochow to Amoy, light variable winds, smooth sea, continuous heavy rain. Amoy to Swatow, light south-westerly breeze, smooth sea, occasional rain, cloudy and clear. Swatow to port, moderate south-westerly breeze and sea, cloudy and clear with occasional rain-showers.

Captain Jackson, of the Japanese destroyer *Inadsuma*, from London, reports:—Very fine S. W. monsoon from Socotra.

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on ten years' observations to 1893.

Barometer	29.867
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.86	29.78
Temperature	81	82
Humidity	80	80
Rainfall	0.09	—

TO-DAY.

Saturday, 17th June, 1899.

Chinese—*10th of 5th moon of 25th year of Kwang-sü.*

Sun—*Rises*	5hr. 19min.
Sets	6hr. 44min.
High water—*Morning*	3hr. 52min.
Afternoon	3hr. 13min.
Low water—*Morning*	9hr. 46min.
Afternoon	9hr. 32min.

ANNIVERSARIES.

1775—Battle of Bunker's Hill.
1843—First Hongkong Justices of the Peace sworn in.
1877—Loss of the M.M. steamer *Mekong* on Ras Haffon.
1884—French Supplementary Convention with Cambodia signed.
1891—First junk flying British colours left Chunking.
1896—Loss of the s.s. *Drummond Castle* off Ushant with 242 lives.
1898—H.E. Jung Lu appointed Viceroy of Chihli.—Edict opening a College in Peking.

TO-MORROW.

Sunday, 18th June, 1899.

Chinese—*11th of 5th moon of 25th year of Kwang-sü.*

Sun—*Rises*	5hr. 20min.
Sets	6hr. 45min.
High water—*Morning*	4hr. 19min.
Afternoon	3hr. 44min.
Low water—*Morning*	11hr. 18min.
Afternoon	10hr. 11min.

ANNIVERSARIES.

1815—Battle of Waterloo.
1843—Church of the Conception, Hongkong, consecrated.
1862—Explosion on the *Union Star* at Shanghai; 17 lives lost.
1877—Disastrous flood at Foochow; 2,000 lives lost.
1889—Loss of the s.s. *Benledi* on the White Rocks, Swatow.
1896—Mr. F. A. Swettenham appointed President General of the Federated Malay States.
1897—Jubilee Celebrations commenced at Windsor.
1898—Chinese concluded loan for £2,000,000 from Hongkong and Shanghai Banking Co.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis' Church, Wanchai:—Mass *(Chin.)*, 6 a.m., *(Port.)*, 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service *(English)*, 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

AGENDA.

TO-DAY.

Second Performance of entertainment by R.E. Variety Club.

TO-MORROW.

9 a.m.—*Honam* will proceed to Macao on an excursion trip.

SHIPPING AND MAIL NEWS.

MAILS DUE.

German *(Sachsen)* 20th inst.
Canadian *(Empress of India)* 21st inst.
Tacoma *(Columbia)* 22nd inst.
American *(Gaelic)* 24th inst.
Tacoma *(Victoria)* 25th inst.
American *(China)* 7th prox.

The steamer *Tosa Maru* (Europe Line) left Singapore for this port to-day and is expected to arrive here on the 22nd inst.

The Canadian Pacific Railway Co.'s steamer *Empress of China* left Yokohama for Vancouver, yesterday afternoon the 16th inst.

The Silk ex-R.M.S. steamer *Empress of Japan* arrived in New York on 13th June.

The Glen Line steamer *Glenartney* from Middlesbro and London left Singapore on the 16th inst. and is due here on the 22nd inst.

The Canadian Pacific Railway Co.'s steamer R.M.S. *Empress of India* arrived at Shanghai at 6.30 a.m. to-day the 17th inst., and will leave at 3 p.m. the same day for Hongkong where she is due to arrive on Tuesday the 20th inst. at 6 a.m.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock.
Isla de Luzon	"	"	"
Holhao	"	"	"
Marie Jebsen	"	"	"
U.S.S. *Concord*	"	"	"
D. Juan d'Austria	"	Cosmopolitan	"
Sabine Rickmers	"	"	"

PASSED THE CANAL.

Outward—18th May—*Darmstadt, Nector.* 19th May—*Benvorlich, Diomed, Socotra.* 23rd May—*Caledonien, Braemar, Weimar.* 26th May—*Dardanus, Merionethshire, Ellen Rickmers.* 30th May—*Indrulena* 6th June—*Bayern, Manila, Silesia, Olive Branch.*
Homeward—13th June—*Sarpedon.*

Shipping.

Arrivals.

PRONTO, German steamer, 632, H. Grandt, 16th June,—Amoy 15th June, General.—Douglas, Lapraik & Co.
HAITAN, British steamer, 1,183, J. S. Roach, 17th June,—Foochow 14th June, Amoy 15th, and Swatow 16th, General.—Douglas, Lapraik & Co.
CALEDONIEN, French steamer, 2,089, Riquier, 17th June,—Marseilles 14th May, and Saigon 14th June, Mails and General.—Messageries Maritimes.
CLARA, German steamer, 675, A. Hansen, 17th June,—Haiphong 14th June, and Hoihow 16th, General.—Jebsen & Co.
SALVADORA, American steamer, 688, J. Goitesolo, 17th June,—Manila 14th June, General.—Brando & Co.
HANOI, French steamer, 738, P. Menard, 17th June,—Haiphong and Hoihow 16th June, General.—A. R. Marty.
INADSUMA, Japanese destroyer, 29, Jackson, 17th June,—London 26th April.

Clearances at the Harbour Office.

Kwanglee, Chinese str., for Shanghai.
Goodwin, British str., for Batavia.
Sabine Rickmers, British str., for Swatow.
Doring, American str., for Wuchow.
Airlie, British str., for Port Darwin.
Pak Kong, British str., for Canton.
Shantung, British str., for Samarang.
Olympia, American str., for Amoy.
Taiyuan, British str., for Port Darwin.
Kwai Lung, British steam-launch, for Macao.
Wosang, Chinese steam-launch, for Wuchow.

Departures.

June 17, *Laos*, French str., for Europe.
June 17, *Haiman*, British str., for Swatow.
June 17, *Quarta*, German str., for Saigon.
June 17, *Amara*, British str., for Hongay.
June 17, *Olympia*, American str., for Tacoma.
June 17, *Triumph*, German str., for Hoihow.
June 17, *Keongwai*, British str., for Bangkok.
June 17, *Zafiro*, American str., for Manila.
June 17, *Cheang Chew*, British str., for Amoy.
June 17, *Wingsang*, British str., for Canton.
June 17, *Loyal*, German str., for Canton.
June 17, *Baron Ardrossan*, British str., for Labuan.
June 17, *Caledonien*, French str., for Shanghai.
June 17, *Airlie*, British str., for Australia.
June 17, *Kwanglee*, Chinese str., for Shanghai.
June 17, *Taiyuan*, British str., for Australia.
June 17, *Bygdo*, Norwegian str., for Chefoo.
June 17, *Goodwin*, British str., for Batavia.
June 17, *Hsisping*, Chinese str., for Canton.
June 17, *Undaunted*, British cruiser, for Weihai-wei.

Passengers—Arrived.

Per *Pronto*, from Amoy—4 Chinese.
Per *Haitan*, from Coast Ports—Mr. Lindsay Brown, Mr. and Mrs. P. E. R. Benson, Misses A. Benson (2), Mr. W. B. Maddock, Capt. Dodd, Mr. Dudusc, Mrs. Nicholls, Miss Garett, Messrs. Hii, Martin Vicandi, Manuel, Palalios, and Manuel Fernandez.
Per *Caledonien*, for Hongkong from Marseilles—Mr. A. Spagnolio. From Colombo—Mr. A. Wong and child. From Singapore—Messrs. Quah Soech Nan, Choo Choon, Mr. and Mrs. T. Nainschtein, Messrs. Karo Hoomenian, Y. Mackertoom, and 3 Chinese. From Saigon—Mr. Casoli Ernest, and 150 Chinese. For Shanghai from Port Said—Mr. and Mrs. Rosati, Mr. and Mrs. Longo, Mr. and Mrs. Molinari, and Mr. Lassome. From Marseilles via Colombo—Mr. De Melotte, Mr. and Mrs. Maigre and child, Messrs. Peckatnoff, Oliphant, Kœnig, Ruffie, and Wissemberger. From Singapore—Messrs. Siga, E. and L. Stanley. From Saigon—Mr. E. Madge. For Nagasaki from Singapore—Mrs. Okaku. From Saigon—Mrs. Osakima. For Yokohama from Marseilles—Messrs. Castelin de Merdana and L. Izgenerdo. From Singapore—Messrs. Vogel and J. W. Butterworth.
Per *Salvadora*, from Manila—11 Europeans, and 24 Chinese.

Departed.

Per *Laos*, for Saigon—Rev. F. Lemosle, Mr. S. Catolane, and 1 Japanese. For Singapore—Dr. H. Kempte, Messrs. H. A. Gorynne, and F. P. Schall. For Colombo—Mr. and Mrs. R. T. Pettebone, and Mr. B. Fucksmann. For Bombay—Mr. H. J. Stulley. For Suez—Mr. and Mrs. Druca. For Marseilles—Mr. and Mrs. D. S. Wallace, Mr., Mrs. and Miss Godinez, Mr., Mrs. and Miss Padrinan, Mrs. Hopson, Rev. Bouladon, Messrs. de Toledo, S. Fontache, T. Monasterio, D. Martin, C. Rozas, and J. Muniz.
Per *Caledonien*, for Shanghai—Messrs. P. Somerville Lage, A. Becker, C. da Silva, M. S. Perry, Jean Hees, Mrs. F. H. Ozorio and 4 children, Mrs. J. M. Ferreira and 3 children, Revs. J. Gonsalves and A. Gomes. For Nagasaki—2 Japanese. For Kobe—Messrs. A. Kuhn and Matsumoto. For Yokohama—Mr. J. D. Smart, and 1 Japanese.
Per *Taiyuan*, for Townsville—Mr. Lindsay Brown. For Sydney—Mr. and Mrs. Spencer and maid, Mrs. Benson, Misses B. and A. Benson, Messrs. P. G. R. Benson, W. B. Maddock and P. A. Lamb. For Melbourne—Mr. and Mrs. T. Weatherston, and Mr. Fred. Scarlett, Jnr.

CHILDREN starving to death on account of their inability to digest food will find a most marvellous food and remedy, in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. Very palatable and easily digested. Read the following testimonial:—"I have prescribed 'Scott's Emulsion' in cases of children suffering from wasting and mal-nutrition, and can report most favourably of its good effect; it has been in each case taken most readily."—W. PERKINS, M.R.C.S., Medical Superintendent, Butleigh Hospital. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China, Watkins & Co., Hongkong.—Adv.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"KUMSANG,"
Captain Payne, will be despatched as above on MONDAY, the 19th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 17th June, 1899. [782a

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship
"DIAMANTE,"
Captain Tayler, will be despatched for the above port, on MONDAY, the 19th instant, at 4 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 16th June, 1899. [789a

CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (DIRECT.)

THE Company's Steamship
"CHINGTU,"
Captain Moore, will be despatched as above on MONDAY, the 19th instant.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th June, 1899. [768a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"IDOMENEUS,"
Captain Riley, will be despatched as above on TUESDAY, the 20th June.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th May, 1899. [732a

THE OSAKA SHOSEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"SUMIDAGAWA MARU,"
Captain S. Namekata, will be despatched for the above ports, on WEDNESDAY, the 21st instant, at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 15th June, 1899. [798a

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship
"MACDUFF"
will be despatched for the above port on or the 22nd instant.

STEAMERS.	1899.
"AFRIDI"	About 30th June.
"BIRCHTOR"	" 7th July.
"MOGUL"	" 22nd July.
"GHAZEE"	" 5th Aug.
"COMMONWEALTH"	" 20th Aug.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 15th June, 1899. [506a

THE "MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship
"BRAEMAR,"
Captain will be despatched for the above ports, on FRIDAY, the 23rd instant.
For Freight or Passage, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 15th June, 1899. [799a

THE EAST ASIATIC CO., LIMITED.

FOR MARSEILLES, COPENHAGEN AND ST. PETERSBURG.

THE Company's Chartered Steamship
"NORDHAVET,"
Captain Olsen, will be despatched as above on or about SATURDAY, the 24th instant.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 15th June, 1899. [771a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"IXION,"
H. Allen, Commander, will be despached for the above Port, on SATURDAY, the 29th July.
For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 12th June, 1899. [785a

LET 'EM ALL COME TO

YEE CHUN'S STUDIO

at No. 60, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [506a

FOR NEW YORK VIA SUEZ CANAL.

THE New Steamship
"INDRAPURA"
Captain A. Norsfall, will be despatched as above on or about the 20th June.
For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 20th May, 1899. [686a

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE New Steamship
"YANGTSZE,"
H. Allen, Commander, will be despached for the above Port, on SATURDAY, the 29th July.
For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 12th June, 1899. [785a

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"INDRAPURA"
Captain A. Norsfall, will be despatched as above on or about the 20th June.
For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 20th May, 1899. [686a

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
Tosa Maru ..... P. Going.....	YOKOHAMA (DIRECT)	Wednesday, 21st June, at 4 P.M.
Yawata Maru ..... A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	Thursday, 22nd June, at 4 P.M.
Hakata Maru..... F. E. Sommer	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	Thursday, 29th June, at 4 P.M.
Riojun Maru..... J. W. Ekstrand.....	SEATTLE, Wash., U.S.A., via KOBE, YOKOHAMA & VICTORIA, B.C.	Thursday, 29th June, at 4 P.M.
Futami Maru..... C. Hillcoat.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	Friday, 30th June, at 4 P.M.
Hakuai Maru ..... M. Nishimura	VLADIVOSTOCK, via SWATOW, AMOY, SHANGHAI, CHEFOO, CHEMULPO and NAGASAKI	Thursday, 6th July, at Noon.
Yamaguchi Maru..... R. Nunomie	KOBE and YOKOHAMA	Thursday, 6th July, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 14th June, 1899. [6

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.
SOLE AGENTS.

Hongkong, 9th December, 1898. [1399

J.-J. CARNAUD, 3, rue d'Argout, PARIS
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STAMPED ARTICLES
FOR
MILITARY EQUIPMENT
M. OPPENHEIMER & Co, Paris

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TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.
"H,"
c/o of this Office.

Hongkong, 17th May, 1899. [664a

TO LET.
WITH IMMEDIATE POSSESSION.

THE SECOND FLOOR of No. 7, QUEEN'S ROAD.

Apply to
E. D. SASSOON & CO.

Hongkong, 23rd May, 1899. [697a

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection.)

PROPERTY lately occupied by the Bowrington Saw Mills.

GROUND FLOOR, 52, PEEL STREET.

OFFICES:—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 18th May, 1899. [12

TO LET.

ONE LARGE ROOM, THIRD FLOOR, QUEEN'S BUILDINGS, S. W. CORNER.
Apply on PREMISES.

Hongkong, 31st May, 1899. [735a

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).

Apply to
Compradore Office,
E. C. HOCHAPFEL,

Hongkong, 23rd March, 1899. [398a

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

S.S. "GLENOGLE."

NOTICE TO CONSIGNEES AND UNDERWRITERS.

Cargo shipped by the s.s. *Glenogle*, in Tacoma for Hongkong and the South is being transhipped at Kobe and will be forwarded to Hongkong by s.s. *Columbia* and s.s. *Rosetta*. Consignees will be required to sign an Average Bond and pay a deposit of 5 per cent. on the arrived value of the cargo previous to countersignature of Bills of Lading.

DODWELL & CO., LIMITED.
General Agents.

Hongkong, 14th June, 1899. [4

PACIFIC MAIL STEAMSHIP COMPANY.

—N—O—T—I—C—E—

CONSIGNEES of CARGO per Steamship

"CITY OF PEKING,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 15th June, 1899. [1

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 19th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 16th June, 1899. [800a

Mails.

NORDDEUTSCHER LLOYD. —HAMBURG-AMERIKA LINIE.

(Freight Service.) *(East Asiatic Service.)*

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*Konigsberg... Christiansen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 18th June. — Freight and Passage.
AMBRIA ..... Burmeister.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	5th July. — Freight.
*Sarnia ..... Luneschloss	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 9th July. — Freight and Passage.
D. RICKMERS ... Bahle	NEW YORK. via SUEZ CANAL.	About 10th July. — Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

[981

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN FRANCISCO AND SAN DIEGO
VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan PORTS and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

*Thyra	3,406	about	June 18
Belgian King ...	3,379	about	July 1
Carmarthenshire.	2,929	about	Aug. 1
Carlisle City.....	3,002	about	Aug. 26

* Has accommodation for a limited number of First and Second Class Passengers.

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO *via* NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 18th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.

Hongkong, 13th June, 1899. [1330

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 22nd June, at Noon.	
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 18th July, at Noon.	
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 12th Aug., at Noon.	

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 22nd June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways) and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 25th May, 1899. [705a

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen	Wednesday	21st June.
Bayern.....	Wednesday	19th July.
Prinz Heinrich...	Wednesday	16th Aug.
Preussen	Wednesday	13th Sept.
Sachsen	Wednesday	11th Oct.
Bayern.....	Wednesday	8th Nov.

ON WEDNESDAY, the 21st day of June, 1899, at 9 A.M., the Company's Steamship "SACHSEN," Captain F. Mentz, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 19th June. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 20th June, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 20th June. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 25th May, 1899. [705a

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 1st July, at Noon.	
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 25th July, at Noon.	
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 22nd Aug., at Noon.	

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 1st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class, only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

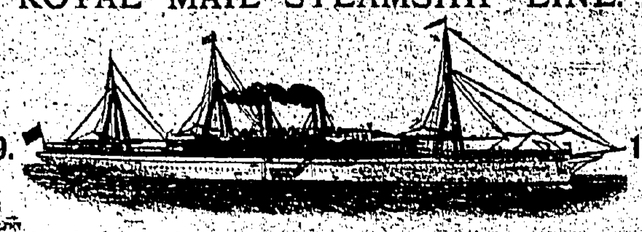
For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 6th June, 1899. [712

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. C. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 19th July, 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 9th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 7th June, 1899. [3

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA, AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"ATHENIAN,"

3,882 tons gross register,

will be despatched on or about MONDAY, the 19th instant, for VICTORIA, and VANCOUVER, *via* MOJI, KOBE, & YOKOHAMA.

The Vessel has Excellent Accommodation for Saloon Passengers. Through Tickets issued to all Points.

Through Bills of Lading issued to PACIFIC COAST, CANADA, and the UNITED STATES.

For Information as to Rates of Freight and Passage, &c., apply to

D. E. BROWN,
General Agent.

Hongkong, 2nd June, 1899. [756a

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 8th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 3rd Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 29th Aug., at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 8th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th June, 1899. [310, 21]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"NUBIA,"

Captain G. C. Henning, R.N.R., carrying Her Majesty's Mails, will be despatched from this for MARSEILLES and LONDON (DIRECT), on SATURDAY, the 24th instant, at Noon, taking Passengers and Cargo for the above Ports.

NO TRANSHIPMENT.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 13th June, 1899. [5

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA.
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Victoria ...	3,502	J. Panton.....	July 4.
Tacoma ...	2,811	A. Dixon.....	July 29.
Glenogle...	3,750	J. McGillivray...	Aug. 8.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia ...	2,976	N. Moncur.	July 8.
Monmouthshire	2,874	W. A. Evans	July 22.
Lennox	3,677	Williamson	Aug. 19.
Columbia	2,976	N. Moncur	Sept. 23.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation, First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in *quadruplicate*; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED.
General Agents.

Hongkong, 13th June, 1899. [4

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Cd., Ltd., DUNLOP TYRE'S BICYCLES—PRICE $160.

A special reliable Watch made for this Climate.

Quality A.....$16.
Quality B.....$12.

10 QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

THE SUBMARINE BOAT.

The idea of the submarine boat goes back to the very ancient days of Pliny, but vessels which could dive and move under water were first constructed in the eighteenth century. They were, of course, very crude and imperfect in design, and not unfrequently ended in remaining at the bottom with their owners. One such descended in Plymouth Sound with its inventor, John Day, and never reappeared. In 1777 a submarine boat was for the first time employed in war. This vessel, known as the *American Turtle*, was built by Bushnell, of Saybrook, Connecticut, and was propelled by oars. The method of operating was to approach an enemy's ship, drive screws into her hull, and attach to these mines fired by clockwork. H.M.S. *Cæsarus*, when at anchor off New London, was thus attacked, and the fact that she escaped destruction can only be ascribed to the clumsiness of the appliances used for exploding the mines. Her captain indulged in some fine seamanlike diatribes against the perfidy, treachery and wickedness of the Americans in resorting to such devices.

Early in the present century another American inventor, Robert Fulton, constructed two or three submarine boats. Two were built by him for the French Government, and one at least did pretty nearly all that the *Zédé* or any modern submarine boat has done. She blew up a hulk in Brest harbour, and moved about under water with ease. She was not, however, accepted by Napoleon's Minister of Marine, though to the end of the war in 1815 experiments were made with similar craft.

A ROMANTIC STORY.

More interesting and romantic is the story of the submarine boat constructed by Captain Joshua Johnson, who as lieutenant had served on board the *Edgar* in Nelson's bombardment of Copenhagen. He was engaged by the family of Napoleon to rescue the great prisoner from his confinement on the solitary island of St. Helena. Such elaborate precautions were taken to guard the island, several ships of the Navy constantly cruising round it, that it was hopeless for an ordinary vessel to approach or escape unexamined. A submarine boat was therefore to make the attempt. Its construction was begun upon the Thames, but before it could be completed the plot was betrayed or suspected, and the boat seized. After Napoleon's death it seems to have been completed and exhibited.

In the Crimean War Mr. Scott Russell designed and completed a submarine boat for operations against the Russian ships in harbour. It was tested at Portsmouth, and was as successful as any of those craft had ever been, but the war ended before it could be used, and for years it lay at Millwall. It was supplied with air from the surface by a large tube and was propelled by hand. A few years later, in 1864, the submarine boat scored its first and only success in war. A Confederate boat approached the United States cruiser *Housatonic*, at anchor off Charleston, and sent her to the bottom. The boat went down with her enemy, drowning all on board. She was cigar-shaped, and when running on the surface was propelled by steam.

THE SUBMARINE EPIDEMIC BEGINS.

During the eighties a perfect epidemic of submarine boat-building set in. Spain constructed the *Peral* boat, which was at first reported to be a great success, though for the last ten years nothing has been heard of the craft. The French inventor, M. Goubet, constructed a small egg-shaped vessel which moved about under water. Mr. Nordenfelt built two boats which were as successful as any of the type, one actually crossing the North Sea, on a voyage from Southampton to the Skaw, and repeatedly remaining under water with nine men on board for the space of six hours.

France built the *Gymnote*, which on her trial ten years ago was hailed as finally solving the problem of submarine navigation, though since then she has proved a practical failure. Finally, the large submarine *Gustave Zédé* was laid down Toulon about 1892, and first tried in 1894. She is 131 ft. long, and displaces 266 tons. Her motive power is derived from accumulators, which have, owing to their poisonous fumes, given a great deal of trouble. The radius of action is only forty-five miles. She is no doubt a vessel which might prove a dangerous antagonist near a French naval base, but she has no sea-going and sea-keeping qualities, and is of a type which is practically valueless to our Navy. An improved *Zédé*, named the *Morse*, and nine submarine boats of a new pattern, known as the *Narval* type, are now building in France. The latter have steam for use on the surface, and electricity for use under water. They are cigar-shaped and of 106 tons, carrying four torpedo tubes. Similar craft have been built in Italy, the United States, and Russia. The Italian boat, the *Delfino*, is kept at Spezzia, and is intended to be used for the defence of that port. The United States boat, the *Holland*, is propelled by steam on the surface and by electricity under water. Its value is considered very problematical in America, and it was not employed in the recent war.

DIFFICULTIES OF SUBMARINE WARFARE.

The difficulties in the way of submarine navigation are very great, and there is nothing to show that they have as yet been practically overcome. The chief are (1) the difficulty of seeing under water or on the surface; (2) the difficulty of maintaining an equilibrium; (3) the low speed; and (4) the limited accommodation and unseaworthiness of all the types yet built. To overcome the first an apparatus has been devised which is projected from the surface. It consists of a camera obscura and a prism to reflect the picture down a tube into the vessel. But the so-called "eye" is manifestly very imperfect. In a heavy sea the waves would cut off the field of vision, which can never be large when the instrument rises only a few inches above the surface. The submarine would probably, in consequence, be employed just on the surface with only its conning-tower above water, when it offers but a small target. Even so the field of vision is very small, and it would be very difficult to detect a large ship, with lights out, at night from it. As to the second difficulty, the slightest movement of the weights on board tends to depress or raise the bows, and up or down the boat goes with the most alarming suddenness. If she plunges to any depth her sides will be driven in. Hence a very low speed under water is essential, except in shallows. The low speed on the surface is due to the shortness of the boat, which is found necessary, as the longer she is the more awkward it is to control her plunges. So far no submarine boat has been built abroad which could be trusted on a voyage of 500 miles, and those who had to do with the Nordenfelt vessel, the only one which has given any proof of seaworthiness, are the least sanguine of success in solving the problem. As with ballooning so with submarine navigation, a careful study shows that the advance in a century has been very small, and leads us to think that in the immediate future no results of practical value can be anticipated. We are still as far from the ideal *Nautilus* of Jules Verne as we were twenty-five years ago.—*Thames Iron Works Gazette.*

INVASION PROJECTS.

In a recent article in the *Revue des Deux Mondes*, perhaps the foremost review in France, the Napoleonic scheme of invading England has been revived by an anonymous author. Napoleon originally intended to move an army of 150,000 or 170,000 men across the Channel in a flotilla of 2,000 flat-bottomed vessels assembled at Boulogne, Ostend, Ambleteuse and Etaples. His idea was that these boats should seize the opportunity of a calm—which would disable the British cruisers—and row across to the neighbourhood of Deal. After a time, however, even he came to see that this would be a more than risky proceeding, and he thereupon attempted to concentrate a superior French fleet in the Channel to keep off the British cruisers and cover the crossing. This led immediately up to the Trafalgar campaign, in which, as every schoolboy knows, the French navy failed so lamentably, partly through defective material, bad organisation and inferior officers and crews, partly through Admiral Villeneuve's disobedience, partly also through the want of precision and definiteness in Napoleon's own orders.

IMPORTANCE OF THE SCHEME.

The revival of this scheme is politically very significant. It shows that France has not forgotten or forgiven Fashoda, and that the French general staff, when not engaged in suborning evidence against Dreyfus, cherishes its scheme of a cheap war with England. And—although forty years ago a British student wrote of a precisely similar invasion scheme: "Notwithstanding the fiery denunciations occasionally uttered by French officers against a people held by them in such strong aversion, no doubt is ever expressed by the more intelligent of them that it would be sheer insanity to dream of the invasion of these islands until the dominion of the Channel had been first secured"—the writer of the *Revue des Deux Mondes* does not trouble his head with such trifles as a command of the sea, even local and temporary. He expects the British fleet to blockade the French ports—though we may say in passing that it is very doubtful whether even now England possesses a superiority sufficient to enable her to maintain a continuous blockade. But under the strain of this blockade, harassed by night by torpedo-boat attacks and by day by submarines, constantly threatened by powerful French squadrons inside the blockaded ports, held at a great distance by the formidable guns which protect the approaches to every important French harbour, the *personnel* and *matériel* of the blockaders will break down. Boilers will be worn out by constant hard steaming, hulls will grow foul, men and ships will need a prolonged rest. It is apparently at this moment that the invasion is to take place, when half the British fleet is laid up and the other half neutralised by having to watch the French fleet—which, of course, as it is lying in port, or just outside under shelter of the coast batteries, has not suffered at all.

HOW IT IS TO BE DONE.

The invasion is to be twofold, conducted by two different kinds of vessel. In the Channel—which, says our specious French author, is really only a river, though a very wide river—steam barges of the largest size as at present used on certain of the French rivers and canals are to be employed. The type is the *Fram*, a twin-screw barge built for work on the Loire. She is 134 ft. long, 18 ft. broad, and 3 ft. 7 in. deep. She is flat-bottomed and has no keel. Her speed is about 8 knots when loaded, in which state she draws 2 ft. 3 in. of water. To give her stability at sea it is proposed to fit her with a centreboard, which could be raised when she entered shallow water. Such a vessel could carry 125 to 250 infantry; a quick-firing field gun, limber and waggons, 24 horses, and a quick-firing 3-pdr. on a pivot mount. The vessel will have steel shields to protect the men on board, will be subdivided into numerous water-tight compartments, will carry a crane for disembarking the horses and guns, one mast, and spar torpedoes rigged out on the bows, stern and beam. Fifteen hundred of these vessels, costing only £6,000,000, can place an army of 170,000 men, or twelve divisions, with 500 quick-firing field guns, ashore on British soil. The steam barges are to be built by the State and hired out for service on the French canals in time of peace. They will, we are assured, prove a very profitable investment.

While the twelve divisions in the 1,500 *Frams* are crossing the Channel, a second expedition, embarked in 150 British ships, seized in the French ports on the outbreak of war, and three divisions, or 42,500 men strong, will cross to Ireland, conveying a great quantity of rifles and ammunition for the use of the Irish, who will, of course, rise immediately. The English army, ill-provided with quick-firing artillery, and the volunteers, insufficiently trained and without the proper number of officers, will be brushed aside. It is pointed out that on mobilisation France cannot employ all the soldiers of whom she now disposes, and that her army on the German frontier will in no way be weakened by risking 200,000 men or more in descents upon England and Ireland.

A SIGN OF HOSTILITY.

The preparation of such a plan as this and its publication in the pages of an influential review are fresh revelations of malignant hostility to England in France. On this side of the Channel, though we may often have to consider the possibility of war with France, we do not go so far as to suggest measures which would be a permant menace to our neighbours' peace. Such the construction by France of a special material for the transport of an invading army would be to us. It would be a proof of such deep and determined enmity that in the present state of British opinion it might and probably would cause an explosion. The danger of a special material lies in the fact that it reduces the time required for embarking and disembarking an invading army. A brief and temporary command of the Channel by a French squadron might thus permit of the invaders' crossing. Such a brief and temporary command is by no means unattainable if our fleet is not maintained at a figure of very great superiority to its adversaries. There were times in the Napoleonic war when the French came near obtaining it, and their navy is to-day relatively much stronger than it was then, while there is the Russian fleet always in the background. Were England without allies, and were she attacked by France and Russia combined, her position would be a very critical one. Great naval superiority is absolutely necessary to her safety. It is true that many of the best English authorities hold that a fleet in being, even if far away, is potent to prevent oversea invasion.

ITS RISKS.

But this doctrine is not recognised on the Continent, nor, perhaps, are the risks which seem so very great to our seamen sufficiently appreciated by young Continental generals. We, on our side, do not always remember that for such a Power as France, with over 4,000,000 trained soldiers, the risk of losing 200,000 men is little against the possibility of striking a deadly, a disabling blow.

But with adequate naval superiority, and with a reserve fleet in the Channel—which, be it remembered, is *not* the demand of the old women in the nation, but is required by such officers as Sir Vesey Hamilton and the present First Sea Lord in the Three Admirals' report, and is shown to have been always maintained through the Napoleonic war—the chances of such an invasion succeeding are infinitesimal. Imagine the 1500 *Frams* under the fire of 12-in. shrapnel, the fearful confusion caused by the attack of squadrons of destroyers, with their torpedoes set to run on the surface. Difficult indeed would be the handling of such an immense flotilla, in which every vessel with its spar torpedoes would be a terrible source of danger to its neighbours. At Charleston in 1863 the monitor *Weehawken* carrying only bow torpedoes, was noted as being more feared by her friends than any enemy. We may rest certain that while England commands the Channel there will be, and can be, no invasion, for what seems beautifully easy to plan on paper in Paris becomes quite another thing at Calais or Boulogne with a British squadron in the offing—*X., Navy League Journal.*

HAS THE CANCER GERM BEEN FOUND?

The discovery of the micro-organism of cancer has been announced from Paris by the daily press in quite positive terms. It seems yet too early, however, to say that this organism, for which doctors have so long been searching, has at length been run to earth. The London correspondent of *The Medical News*, New York, says: "At the last Royal Society meeting a short report was read by Plimmer, alleging the discovery of a new solution of that pathological 'squaring-the-circle' problem, the micro-organism of cancer. He has succeeded in isolating from human carcinomata a yeast (saccharomyces), pure cultures of which, on injection into the tissues of guinea-pigs, are capable, in a small percentage of cases, of producing a large number of disseminated nodes or tumors throughout the entire body of the animal. As, however, these growths are all confessedly of mesoblastic origin they can certainly hardly be claimed as carcinoma, and from their rapid course (death in twenty days) and histologic characters they decidedly suggest some form of infectious granuloma. In only one case did Plimmer succeed in getting any epithelial proliferation in buds or processes, and that was in the cornea and precisely such as occurs in the process of repairs after injury."

MISTAKEN IDENTITY.

AN EXTRAORDINARY STORY.

We remember remarking once before that Ceylon is one of the principal "arresting-stations" in the British Empire. Boats from divers quarters of the globe come to a halt at Ceylon, and persons who are "wanted" are very frequently found by the police of the Spicy Isle. We may imagine that at Colombo, above most places, a detective is always on the watch when a boatload of passengers arrives from one port or another, and that while the arrivals are innocently concerned with the worry of coolies and hack-victorias, there are keen eyes scanning their features, deciding whether anyone in the crowd answers to the description of some dishonest clerk or other who has bolted from such and such a bank or for some forger who has successfully cashed a bogus cheque for a thousand pounds. It must need a keen and experienced appreciation of the difference of faces to be able to detect at a glance as it were whether the victim is present or not; and it occasionally happens that a wrong man is laid hold of. We remember, for instance, that some years ago, when a man named Lefroy, who had murdered an old gentleman in a railway carriage was at large undiscovered for a good many days, editions of Lefroy turned up in various quarters of the world. The most peculiar edition was a man who was arrested late at night, while seated on a bench on the Thames Embankment at Westminister, and who proved the next morning to be a rather well-known member of Parliament enjoying the air after a late session in the House. The great possibilities in the way of getting hold of the wrong men are shown in a story that came to hand from London recently in reference to some proceedings between London and Ceylon. We will relate the story, as it is quite a study in the way of evidence.

Mrs. Campbell Praed is a well-known lady-novelist, nearly fifty years of age, the daughter of the Postmaster-General of Queensland, in Australia, where she was born. Her first novel was "An Australian Heroine," published in 1880, and her last was "The Scourge Stick," published last year. Mrs. Praed, who is a widow, lives in London, and she has a son, aged nineteen; besides several daughters. Some months ago, young Mr. Praed disappeared. The news was not published in the papers, but all literary London knew of Mrs. Campbell Praed's distress. The facts prior to the young man's disappearance were hunted up, and it was discovered that he had for several days lived a very quiet life in a lodging house in Euston-road, London. He gave his name to the landlady as Mr. John Wallis, and told her that he was going to Colombo, where he said he had an uncle in the tea-trade, and he added that he was likely to remain in Colombo for six months. Next a large trunk with "Colombo" painted on it arrived at his lodgings, and was duly packed and sent off to the docks. Two or three days later he said that he was off, and, in an excited state, he packed his bag, and went away. Meanwhile the young man's mother had been distressfully concerned at his disappearance from home, and very delighted she must have been when the London police, after busy inquiries, found a clue in the Euston lodging. The clue was not found, however, until a considerable time had elapsed, long enough for the young man to get to Colombo, and too late for the Colombo detectives to keep a look-out for the young man on his arrival at Colombo. Nevertheless, the Colombo police were supplied from London with copies of a notice with reference to the missing man, and one of the notices was posted on the Colombo jetty. It ran:—"£10 Reward.—Missing Geoffrey P****.—The above reward will be paid by the undersigned to anyone giving such information as will lead to the discovery of a young gentleman aged nineteen, nearly six feet, thin, stoops, has large feet, fair, pale face, clean shaven, ears stand out, dark eyes, delicate looking. Was wearing—blue serge suit and low felt hat. Had black dressing-bag and overcoat. Last seen in neighbourhood of Euston-rd., near St. Pancras station, making his way to Aldgate station, on Tuesday, 18th Oct., about half-past nine a.m. Said he was going abroad—Maurice Moser, ex-Inspector, Criminal Investigation Department, 1, Arundel-street, Strand, W. C., London." Now it so happened that just about the time when this notice was posted up at Colombo, namely, in February last, there was a young man at Colombo, a visitor, named Wallis, who was in trouble with the police, being accused of cheating a Colombo jeweller, and being eventually sentenced to six months' imprisonment. The Ceylon police declared that, except that their man's ears didn't stand out, he agreed in every respect with the published description of young Mr. Geoffrey Praed. A photograph of Mr. Campbell was then sent out to Colombo, and the Colombo police have lost their £10 reward; for information had to be sent to England to the effect that the man detained in Colombo was not the gentleman for whose discovery a reward is offered.

It is a most striking instance of circumstantial evidence leading men astray; and it is a regrettable fact that the mother has still to look for the son that was lost.—*Madras Times.*

TRAFFIC THROUGH THE SUEZ CANAL.

There are some interesting features in the annual report of the Suez Canal Company. One is the statement that opthalmia, the endemic malady of Egytian children, has almost disappeared from the Company's works. This is attributed to the appeal which the Company has made to the wives of members of the staff to apply daily a lotion of boric acid to the children's eyes. From the traffic statistics it appears that a reverine of 76,487,000 francs was derived from the passage of 3,409 ships of 8,560,000 tons, while 308,243 passengers yielded 3,082,000 francs, making, with accessory receipts, a total of 79,957,000 francs. Of this number of ships 215 used the canal for the first time, 3,311 ships passed through by night by the aid of the electric light. The average time or transit was 15 hours 53 minntes, or 25 minutes less than in 1895. Petroleum vessels effected 72 transits. Of the 3,409 ships, 2,162 were English, 322 German, 230 Italian, 218 French, 200 Dutch, 71 Austrian, 62 Spanish, 47 Russian 39 Norweigan, 37 Turkish, 7 Portuguese, 2 Egyptian, 1 Belgian, and 1 from Sarawak. The military passengers comprised 74,094 Italians, 27,501 Spaniards, 26,692 English, 22,510 Turks, 20,188 French, 11,722 Russians, 10,299 Germans, 4,007 Dutch, 1,371 Portuguese, 91 Chinese, and 45 Japanese. Civilian passengers, 31,957; pilgrims, emigrants, and convicts numbered 78,652.

MAN CAN FLY AT LAST.

PROFESSOR LANGLEY BELIEVES HE HAS SOLVED THE PROBLEM.

WASHINGTON, May 8th.

Professor S. P. Langley, secretary of the Smithsonian Institution, the government expert on aerial navigation, will soon make the trial experiment with his new flying machine.

The air-ship has been constructed with the $25,000 appropriated by the last Congress for the purpose of experimenting with and developing flying machines under the direction of the war department. Professor Langley's new machine is being built at Quantico, Va., a short distance from Washington, on the Potomac river. The utmost secrecy has been observed about its construction, only Professor Landley's friends and co-workers being allowed to inspect plans or model.

From a conversation with one of his friends it can be stated positively he is working along the same line in which he has achieved much success in the past, and developed a machine which has demonstrated its ability to navigate the air. Professor Langley calls his machine an aerodrome, and it is purely a "flying machine." That is, it is something much heavier than air, and entirely different in principle from a balloon, which floats only on account of its lightness, as a ship does on water.

It is patterned after nature's flying machines, the birds, and only differs in principle of action in that instead of being propelled by the wings, it gains and maintains headway through the medium of a propeller fashioned on the order of a ship's screw.

WORKING ON THE MACHINE.

Professor Langley has chartered the steamer *Bartholdi*, and will visit the place where his ship is building in a few days. The experiments will continue until the machine reaches such a state of perfection that it can be publicly exhibited and inspected by officials of the war department.

When the appropriation of $25,000 was first made available for experiments with flying machines and placed at the disposal of the war department, numerous applications were received from inventors all over the country for a share of the money to conduct experiments and build models. On account of Professor Langley's past success in this line, to which he has devoted a life's work, the department put the appropriation practically at his disposal with carte blanche to build and experiment along such lines as he saw fit. Since that time he has been constantly engaged in the work, and now his new ship is ready for its trial trips.

The small model with which Professor Langley experimented two years ago succeeded in making a flight of almost a mile, describing a circle, and only stopped on account of the steam contained in a small boiler, which was fired at the start, giving out. This model carried such a dead weight in proportion to its size as would constitute a cargo in a full sized ship, and those who witnessed the experiment were enthusiatic over the success achieved by the inventor. The trouble was solely in the motive power and the inability to keep going without some one on board to tend the fires and keep up steam. This model was built out of Professor Langley's private funds, and the personal cost to him was considerable.

NEW MOTIVE POWER.

The new model is to be of full size for one passenger, but whether any one will make a trip in it during the first experiment is not known. The chief point is that Professor Langley has adpoted some new motive power which promises to make his flying machine a perfect success.

In point of motive power he has been materially aided in the last few years by the progress made in adapting power for automobiles, where the essential points necessary for propelling an air-ship, lightness and duration of motive power on a small supply of fuel, have been observed. He has adapted to the use of his ship, it is said, one of the automobiles of to-day—electric storage battery, gasoline motor, or compressed air. Whichever power he has chosen for his machine has been thoroughly tested by him, and put in shape to suit the needs of his invention.

Speed is indispensable with Professor Langley's flying machine, and it must be in motion before it can begin to fly. For this reason the power adopted must be able to drive the huge propeller at the stern of the machine around at a high rate of speed, and to properly conduct the experiments a proper platform for launching the machine must be provided.

The point selected for the experiments is where the river is wide and the machine may fly without danger of running into an obstruction and maintain a straight course at a given height without reference to the contour of the land. If any one operates the ship this is absolutely essential to guard against danger.

LAUNCHING THE SHIP.

A proper position platform for launching the ship will be built on a raft or barge in the water, and when the machine is ready to fly, the wings outstretched and given the proper angle, the propeller will be set in motion and the ship is expected to rise and sail straight forward through the air. Its course and the elevation to which it shall rise are governed by the wings and two paddles on either side of the ship. The momentum is regulated by the rate of speed at which the propeller moves, and head winds do not seriously retard the movement of the ship.

Professor Langley is confident of success with his ship, and his friends who know his plans are even more so, but as he has no specified time in which to finish the work, and his expenses have not been heavy, he will probably make a thorough test before exhibiting the machine and turning it over to the war department. If his first experiments are successful and encouraging, an operator will be employed to navigate the ship and make frequent trips in the vicinity of the place where it is stored, to give it an actual working test.

THE PARIS EXPOSITION OF 1900.

BY A. H. MATTON.

France will hold its next Universal Exposition in 1900. The gates of the exposition will be opened on the 15th of April and closed on the 5th of November of that year. On the date of the opening eleven years will have elapsed since the last great fair which attracted hundreds of thousands of people to Paris. The exposition of 1900 will have a dual importance. Not only will it be as significant and important as are undertakings of this kind, but it will coincide with the close of the nineteenth century, which has been so remarkable, both from scientific and economical points of view. As France organized the first exposition ever held, it seems but natural that it should claim the honor of bringing the century to a close by an impressive manifestation of peace and industry, to which all civilized nations are invited.

It was on July 2nd, 1892, that the Chamber of Deputies passed a decree to hold a Universal Exposition in Paris in 1900. From that date steady progress has been made in the great work. All the difficulties of the first days have been vanquished, and all the immense details of the important problems are now solved. On the 15th of April, 1900, after a period of almost eight years of the most difficult work, there will be assembled at the Paris Exposition all the vital forces of humanity, and the new century will be inaugurated by a wonderful and stately review of the inventions and improvements with which the last years of the past century have inspired the genius of man.

The amount of space that will be occupied at the exposition, with buildings and palaces, landscaping and gardening, will be in the neighborhood of 360 acres. Great as is this aggregate of space, it is not nearly sufficient to meet the demands. A great amount of this room will be on the right bank of the River Seine.

A Committee on Finance, at the very start of the exposition, concluded that 100,000,000 francs ($20,000,000) was a normal estimate of the expense of building and running the exposition. This amount was adopted by the High Commission of Paris, in July, 1895. The estimate of 100,000,000 francs is justified by the French Commissioners for several reasons, the foremost among them being the extraordinary éclat the French Government will give the great fair, the liberal participation in the exposition on the part of the foreign powers and the permanent establishment with which the exposition will endow the city of Paris. It is expected the receipts will be far in excess of what they were at the preceding exposition.

The several international expositions that have been held in Paris within the last thirty years have given the following results as to gate money: 1867, 10,765,000 francs ($2,253,000); 1878, 12,765,000 francs ($2,515,000); 1889, 21,584,000 francs ($4,316,800).

The admission to the 1900 exposition will be 1 franc (20 cents). It is estimated that 60,000,000 francs ($12,000,000) will be received from the admissions of 1900. It is now estimated that the total expenses of the exposition will be 106,785,000 francs ($21,375,000.)

Out of the fifty-five countries that have been invited to participate in the exposition, Egypt is the only country that will not officially take part. The Commissioner-General of the United States, Hon. Ferdinand W. Peck, says that "the struggle for supremacy at the exposition of 1900 will be a friendly one between nations. The United States will appear in this great, peaceful competition, which is to close the century in grand array, side by side with the great European powers and all the civilized nations of the world, making the most brilliant and noteworthy display the world has ever seen.

Mr. Alfred Picard is the French Commissioner-General of exposition. To his care the French Government has intrusted the supreme direction of the greatest demonstration of peace the world will ever have witnessed. Mr. Picard is one of the greatest of France's modern men. He is an Alsatian by birth, and is a graduate of the Polytechnic School and National School of Engineers of France. During the Franco-Prussian War, he first served in the Army of the Loire. He commanded a battalion of engineers at Verdun. As the Director of Public Works in France he has been the Director of Roads, Navigation, and of Mines, and has built reservoirs, canals, and railroads.

He has been State Councillor, and since 1885 has occupied the high position of President of Agriculture, Commerce, and Industry in the State Council. He is a Grand Officer in the Order of the Legion of Honor. To his pen is due the official history of the Paris Exposition of 1889. In the hands of this eminent engineer, the destiny of the Universal Exposition of 1900 has been placed.

IS SOUTH CAROLINA DEGENERATING?

"I am one of those people disposed to believe that this world is growing better, and I am inclined to look on the bright side of things, but sometimes I doubt whether we in South Carolina are improving or not. We have, in certain parts of the State, made great improvements in manufacturing; railroad systems have been improved; there are greater and better facilities in these; we are spending more money on schools, but what is the result of it all? The swift-moving railroads, the whirring machinery, and crowded factory towns, and schools are infinitely inadequate to the glory and civilization of a people. Sometimes I feel that the moral fibre of the people is growing weaker instead of stronger, and that there is a growing deterioration in both races. Forty years ago whoever heard of a negro committing such crimes as they now commit? How rare it was to find any real crime, bribery, murder, and the like among them! Murder, arson, rape, burglary, and all aggravated crimes were exceedingly rare. We look on our own race and what do we see? Who ever heard of a lynching forty years ago or mob violence to redress grievances, or the execution of people without a trial? Who ever heard of the humble house of a man being burned and his family butchered? All of these *things indicate that the law is no longer respected* by communities and people; the law has lost its sanction. And what does that mean? It means anarchy; it means the distintegration of society. It means barbarsim. That is what it means. The very essential foundation of civilization is respect for the law, and when the people lose that they are on the downward grade. This court can do little; all of us can do something. And remember, that the white people in South Carolina can not escape its responsibility. The white people have the government in their hands, and if they cannot enforce the law they confess their impotence, and it is a confession of being incapacitated to manage the government. If they cannot govern the State, with all the machinery of the law in their hands, without resorting to violent means, it is a confession of incapanity, and the sooner this is realized the better it will be. We can have no real civilization or prosperity until we turn our faces to the light."—Judge Brawley.

THE BLUNDERS OF AMERICANS.

BY MURAT HALSTEAD,
U. S. Consul at Birmingham.

A few days ago I was shown sixteen letters from sixteen firms all well known in their line in America. On twelve of these letters there was insufficient postage; most had only a two-cent stamp to carry them. This meant that the Birmingham man who wanted to buy from some of these American firms had to pay double the deficiency in postage, and his frame of mind and opinion of American business methods can be imagined. Steamer mails from the United States frequently arrive after business hours on Saturday, and if there is deficient postage, letters will not be delivered at hotels, etc., until Monday, and the travelling representative loses time waiting for home instructions much oftener than could be realized by any one not aware how general is the failure of American firms to pay full postage. One American house tells its agent that a deficiency of postage is a guaranty that a letter will be delivered to the right party, as no one else would pay the postage penalty in order to get the letter.

If an English or a continental house sends a telegram, a letter always follows, even to points near by, containing a copy of the telegram. Very few United States houses do this, even with cablegrams, and a failure to deliver means a loss of valuable time. If a letter is sent to a foreign point, a letterpress copy follows by the next steamer as certainly as the second of exchange follows the first.

Very few American houses are as systematic, and it is conceivable that a letter may be more valuable than a money draft.

With bills of lading, the European house does depend on the triplicate copy forwarded by the shipping agent, but itself sends the duplicate copy to the consignee, retaining the original. American houses are constantly neglecting this, and American goods are constantly being held up in foreign custom-houses.

If a United States house wishes to be successful in foreign trade, it must place its business in the hands of some responsible member of the concern who will look after the details. It should not be merely an incidental part of the regular business transactions.

The jewelry and fancy-goods manufacturers of Great Britain make articles on a "forty-line scale," an arbitrary system of measurement, the origin of which is lost somewhere in an early period of the trade. In the measures for the common metals and articles a "line" is one-twelfth of an inch, but in the fancy trade a "line" is one-fortieth of an inch.

To-day a declaration of "returned American goods" was sworn before me, meaning, of course, a big loss to an American manufacturer, and due to his failure to make the goods in accordance with the exact specifications of the order. A Birmingham manufacturer ordered from an American manufacturer a lot of "indestructible pearl," giving the measurements he required in "lines." Not knowing what "lines" meant to the fancy trade, the American, without making inquiry, had recourse to the metric system, and his goods are by this time on the way back to him.

Two weeks ago $500 worth of fountain pens were sent back to a manufacturer in an interior American city. The Birmingham purchaser said: "They are without question better pens than I ordered, but they are not like the sample, and I am not in the business of educating the public to new things, but sell them what they want; and these goods go back." I know the town of the manufacturer very well, but do not remember his name; so assume that his factory is small and his capital limited enough for the return of goods amounting to $500 to hurt him; but he did not obey orders.

AMERICAN TRUSTS.

They are called Trusts, but we fear they possess the elements of distrust. This latest product of Yankee speculative genius has arrived in full array, and almost every branch of manufacture is undergoing change. To thoughtful men the whole condition is puzzling, and none can foresee the end. Theodore C. Search, of Philadelphia, President of the National Association of Manufacturers, was an interesting witness before the Industrial Commission at Washington the other day. We quote this succesful and wise merchant as follows:—

"I do not look on these combinations with much favor, and don't even recognize them as the natural evolution of economic conditions. They are forced rather than a necessity. They are growing here as they grow nowhere else in the world. There are large aggregations of capital in foreign countries, as we all know, but they are not the result of combinations."

It appears to us that the present craze in American industrials had its origin in Wall Street. The law of supply and demand in that locality is very often interpreted under the red rays of avarice and spoliation. "Good times followed our Civil War, the bulls and bears say; the destruction and waste of that war was followed by a corresponding amount of reconstruction and gain to the nation; why should not history repeat itself?" We answer, history does generally repeat itself, but the baby Spanish war was not a repetition in volume of the fearful amount of waste and consumption wrought in the Civil War. Between speculative boom and the natural results as accruing from given causes there is a great gulf fixed.

The *Iron Age* of March 30th very seriously states: "Prudent people are now thinking that they recognize in the continued formation of great consolidations our old evil genius, whose insidious work will result some fine day in a great crash, leaving the usual financial wrecks, and taking another wearisome period for recovery. * * * * A bewildering variety of new projects comes out almost daily. The end will probably be found in the failure of some important financial institution, which has underwritten a greater lot of such securities than it can carry; or it may be precipitated by some astute prosecuting attorney or attorney-general who finds a vulnerable point of attack which may excite apprehension among the holders of consolidation securities, and cause them to unload in a panic of fear. The possibility of such a catastrophe is already causing shrewd business men to fortify themselves as much as they can by reducing their obligations. Should such caution become *general, the apprehended crisis will not take* place. The fever of speculation will subside without a crash, and our prosperity will not be painfully interrupted."

COUSIN OF LADY CURZON TO BECOME AN ACTRESS.

Mrs. Benton Leiter, a cousin of Lady Curzon, who recently made her debut at an amateur performance in Chicago, is now in New York preparing to embark on a career as a professional actress. She says that her sole object in going on the stage is to obtain the means to support her invalid husband.

The Leiter family strongly disapprove of her action.

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1899.

THE MUTUAL STORES
(SUB AGENTS LIPTON LIMITED,)
28, 28 & 30, POTTINGER STREET, HONGKONG.
JUST ARRIVED PER S.S. "AIRLIE."
ANOTHER LARGE CONSIGNMENT OF
FRESH AUSTRALIAN CREAMERY BUTTER
80 CENTS per lb.
Hongkong, 23rd May, 1899. [1389

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c., &c.,
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [39

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898. [42

CARBOLINEUM AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.
Sole Agents for China,
LÜTGENS, EINSTMANN & Co.
Hongkong, 11th September, 1896. [19

MITSUI BUSSAN KAISHA.
No. 6, Ice House Street, Praya Central.
Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Miiki Coal Mines.
Ohmura Coal Mines.
Kanada Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kanegafuchi Cotton Spinning Mill, Japan.
The Miike Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.
Hongkong, 11th December, 1896. [45

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.
Hongkong, 27th September, 1898. [43

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [182

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

GERARD C. TOBEY, American bark, J. F. Shurtlef.—By Order.

QUEEN MARGARET, British ship, Fraser—Standard Oil Co.

Intimations.

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
SANITARY SOFT SOAP.
"JEYES' FLUID"
THE BEST DISINFECTANT.
DISINFECTANT SOAP.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [11

A CURE FOR ASTHMA!!!
GRIMAULT'S
INDIAN CIGARETTES
Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration are promptly relieved by these Cigarettes.
GRIMAULT & CO., Paris, Sold by all Chemists.

GRIMAULT'S
Matico Capsules
AND INJECTION
The [illegible] prescribe Grimault's Matico [illegible] and at the same time the [illegible] in the treatment of Acute and Chronic [illegible] These Capsules, unlike [illegible] have not the inconvenience of [illegible].
MATICO INJECTION is used in recent and
MATICO CAPSULES in chronic cases
GRIMAULT & Co., Paris. Sold by all Chemists.

THE LEADING CATERERS.
COMPARE OUR
MENU, BILLIARD TABLES and LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897. [39

DUMINY & Co.
CHAMPAGNE
EXTRA DRY
Carte D'Or — Carte Blanche
Sec — Sillery
Demi Sec — Chateau de Charmieres
TRADE MARK.
M. OPPENHEIMER & Co., Paris.

Hotel.

WINDSOR HOTEL,
HONGKONG.
STRICTLY FIRST CLASS.
PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.
MONTHLY RATES GIVEN NOW.
P. BOHM,
Proprietor & Manager.
Hongkong, 28th April, 1899. [12

The Share Market.

LATEST QUOTATIONS.

(June 17th.)

Banks.

Hongkong and Shanghai Banking Corporation—300 per cent. prem., sales.
The Bank of China & Japan, Ld.—(Preference) nominal.
The Bank of China & Japan, Ld.—(Ordinary) £1 buyers.
The Bank of China & Japan, Ld.—(Deferred)—£5.5 buyers.
National Bank of China, Ld.—$20½.
Do. Do. —$20½.

Marine Insurances.

Union Insurance Society of Canton, Ld.—$230 buyers.
China Traders' Insurance Co., Limited—$62.
North China Insurance Co., Ld.—Tls. 190.
Yangtsze Insurance Assoc. Ld.—$106 buyers.
Canton Insurance Office, Ld.—$140 sellers.
Straits Insurance Co., Ld.—$5.

Fire Insurances.

Hongkong Fire Ins. Co., Ld.—$315.
China Fire Ins. Co., Ld.—$88.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—$29½.
Indo-China Steam Navigation Company, Ld.—$69½.
China and Manila S.S. Co., Ld.—$85.
Douglas Steamship Co., Ld.—$58½.
China Mutual S. N. Co., Ld.—(Preference)—£9.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£5.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£3 buyers.
Star Ferry Co., Ld.—$14.

Refineries.

China Sugar Refining Co., Ld.—$175.
Luzon Sugar Refining Co., Ld.—$58.

Mining.

Punjom Mining Co., Ld.—$12½.
Do. Preference Shares—$2.50.
Société Française des Charbonnages du Tonkin—$235.
Queen Mines, Limited—$0.55.
Jelebu Mining and Trading Co., Ld.—$10½.
Raub Australian Gold Mining Co., Ld.—$60.
Olivers Freehold Mines, Ld.—(A) $6.
Olivers Freehold Mines, Ld.—(B) $4.
Great Eastern and Caledonian Gold Mining Co., Ld.—$3½.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ld.—400 per cent. prem.
Hongkong and Kowloon Wharf and Godown Company, Limited—$88.
Wanchai Warehouse and Storage Co., Ld.—$41.
New Amoy Dock Co., Ld.—$15½.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ld.—$9.75.
Hongkong Land Investment and Agency Co., Ld.—$90 buyers.
Kowloon Land and Building Co., Ld.—$24 buyers.
West Point Building Co., Ld.—$29½.
Hongkong Hotel Co., Ld.—$93.
Humphrey's Estate and Finance Co., Ld.—$10.20 buyers.

Miscellaneous.

Green Island Cement Co., Ld.—$28½.
China-Borneo Co., Limited—5 buyers.
A. S. Watson & Co., Limited—$14.
Hongkong Electric Co., Limited—$12½.
Hongkong and China Gas Co., Ld.—$130.
Hongkong Rope Manufacturing Co., Ld.—$170.
Geo. Fenwick & Co., Ld.—$43.
Hongkong Ice Co., Ld.—$112.
Hongkong High Level-Tramways Co., Ld.—$142½.
Dairy Farm Co., Limited—$5.
Hongkong & China Bakery Co., Ld.—$25.
Campbell, Moore & Co., Ld.—$11.
Bell's Asbestos Eastern Agency, Limited—£1 nominal.
Bells Asbestos Eastern Agency, Ld.—$5.
Carmichael & Co., Limited.—$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—$83.
Ewo Cotton Spinning & W. Co., Ld.—Tls. 70.
International Cotton M'fg. Co., Ld.—Tls. 70.
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tls. 70.
Soy Chee Cotton Spinning Co., Ld.—Tls. 350.
Yahloong Cotton Spinning Co., Ld.—Tls. 55.
Tebrau Planting Co., Ld.—$3 per share.
Tebrau Planting Co., Ld.—$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 17th June.

ON LONDON, Telegraphic Transfer 1/11¼
" Bank Bills, on demand 1/11 11/16
" Credits, 4 months' sight 2/0
" D'ments, 4 months' sight 2/0⅛
ON BERLIN, (demand) M.2.01⅞
ON PARIS, Bank Bills, on demand......2.48⅛
" Credits, 4 months' sight......2.52
ON NEW YORK, Bank Bills, on demand..48¼
" Credits, 30 days' sight 47⅞
ON BOMBAY Telegraphic Transfer.........147⅞
" On demand 148¼
ON SHANGHAI, Telegraphic Transfer ...72⅞
" Private, 30 days' sight 73
ON YOKOHAMA, T.T. ....4 per cent. prem.
Sovereigns, Bank's Buying Rate $10.11
Gold Leaf 100 touch, per tael 52.75
Bar Silver......................................27 13/16
Dollars ....2 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 17th June.

New Patna, ...777½ per chest.
Old " ....825 "
New Benares, ...777½ "
New Malwa, credit, ...700 per picul.
(*Allowance, taels 24/40.*)
Old Malwa, credit, ...750/820. "
Persian, paper ....690/770 "

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken, Mrs. John Angus, Mr. W. S. Bailey, Mr. B. J. Barlow, Mrs. S. L. Bee, Mr. E. N. Bee, Mr. J. Bernard, Mr. C. L. Borrett, Mr. and Mrs. A. H. Bottenheim, Mr. T. F. Bungdorff, Capt. Burnie, Mr. C. M. G. Burnie, Mr. Geo. Burnoff, Dr. and Mrs. F. W. Clark, Mr. A. Corrodi, Mr. M. M. Cox, Mr. C. Crane, Mr. C. B. Dodd, Miss Drum, Mr. A. H. Ellis, Mr. Fitzgerald, Mr. Flock, Miss F. Garrett, Mr. & Mrs. K. Gibson, Capt. Goddard, Major and Mrs. Griffin, Mr. J. H. Grimes, Mr. R. J. Hall, Mrs. Hillman, Mr. E. H. Hinds, Mr. S. Hirsch, Mr. E. C. Hochapfel, Mr. D. Hoffmann, Mr. T. Howard, Mr. Wm. K. Hughes, Mr. R. Fleming Johnston, Mr. C. A. Johnston, Mr. and Mrs. Joseph, Mr. and Mrs. Kiene, Mr. and Mrs. King, Mr. Kinghorn, Mr. J. Kirkwood, Mr. and Mrs. J. E. Lambie, Mr. Somerville Large, Mr. W. H. Law, Mr. Leon A. Lévy, Mr. F. L. Macowdray, Mr. Mayston, Mrs. T. C. Nicholls, Mr. A. C. Van Nierop, Mr. W. Parfitt, Mr. Ch. D. Peck, Mr. Ping, Mr. P. Regalado, Mr. and Mrs. A. H. Rennie, Mr. S. J. Robins, Mr. C. Sherington, Mr. H. Simmins, Mr. Skinner, Mr. H. D. Smith, Mr. A. D. Smith, Mr. Sovereign, Dr. Underwood, Mr. T. E. De Witt Veeder, Mr. G. Waghorn, Mr. H. E. Waik, Mr. & Mrs. W. Whiley, Miss Whiley, Mr. and Mrs. A. W. Whitton, Lt. and Mrs. Bagnall Wild.

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CRAGIEBURN.

Lieut. J. G. Armstrong, R.N., Mrs. Armstrong & son, Lt.-Col. G. F. Browne, Mr. Alexander Donald, Rev. F. Flynn, R.N., Mr. and Mrs. J. E. Lambie, Major Long, A.S.C., Major M. M. Morris, R.A., Mrs. Morris, Hon. and Mrs. R. D. Ormsby, Miss Ormsby, Mr. A. I. Richardson, Mr. J. A. Ross, Capt. C. H. Simmonds, R.A., Mrs. Simmonds, Mr. and Mrs. W. E. Turner, Consul Valpicelli, Madame Valpicelli, Mr. and Mrs. Whitlow, Major and Mrs. A. F. Wilde, Mr. F. Williams.

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STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Empress of India	Shanghai	To-morrow
Hohenzollern	Nagasaki	June 19th
Yawata Maru	Thursday Id.	June 19th
Sachsen	Shanghai	June 20th
Carmarthenshire	San Diego	June 20th
Benvorlich	Singapore	June 21st
Braemar	Singapore	June 21st
Riojun Maru	Japan	June 21st
Radnorshire	Singapore	June 22nd
Glenartney	Singapore	June 22nd
Victoria	Japan	June 22nd
Gaelic	Japan	June 24th
Belgian King	Japan	June 27th
Yamaguchi Maru	Singapore	July 3rd
China	San Francisco	July 7th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Ambria	Havre, &c.	July 5th
America Maru	San Francisco, &c.	Aug. 29th
Athenian	Pacific Coast, &c.	June 19th
Ballaarat	Shanghai	June 23rd
Bayern	Straits, &c.	July 19th
Belgian King	San Diego, &c.	July 1st
Bengloe	Japan	June 7th
Braemar	Shanghai, &c.	June 23rd
Carlisle City	San Diego, &c.	Aug. 26th
Carmarthenshire	San Diego, &c.	Aug. 1st
Ceylon	London	June 19th
China	San Francisco, &c.	July 18th
Chingtu	Sydney, &c.	June 19th
City of Peking	San Francisco, &c.	June 22nd
City of Rio	San Francisco, &c.	Aug. 12th
Columbia	Portland, &c.	July 8th
Coptic	San Francisco, &c.	Aug. 22nd
Deike Rickmers	New York, &c.	July 10th
Diamante	Manila	June 19th
Doric	San Francisco, &c.	July 25th
Emp. China	Vancouver, &c.	Aug. 9th
Emp. India	"	June 28th
Emp. Japan	"	July 19th
Futami Maru	Thursday Is., &c.	June 30th
Gaelic	San Francisco, &c.	July 1st
Glenogle	Victoria, B.C.	Aug. 8th
Haitan	Swatow, &c.	June 20th
Hakata Maru	Marseilles, &c.	June 29th
Hakuai Maru	Kobe & Yokohama	July 6th
Hongkong Maru	San Francisco, &c.	July 8th
Idomeneus	London, &c.	June 20th
Indrapura	New York, &c.	June 29th
Ixion	London	June 27th
Japan	London	July 6th
Königsberg	Havre, &c.	June 18th
Kumsang	Singapore, &c.	June 19th
Macduff	New York	June 22nd
Nippon Maru	San Francisco, &c.	Aug. 3rd
Nordhavet	Havre, &c.	June 24th
Nubia	London, &c.	June 24th
Preussen	Singapore, &c.	Sept. 13th
Prinz Heinrich	Straits, &c.	Aug. 16th
Riojun Maru	Seattle, &c.	June 29th
Rosetta	Japan	June 24th
Sachsen	Straits, &c.	June 21st
Sarnia	Havre, &c.	July 9th
Socotra	Japan	June 22nd
Sumidagawa	Swatow, &c.	June 21st
Tacoma	Victoria, B.C.	July 29th
Tantalus	London, &c.	July 4th
Thyria	San Diego, &c.	June 18th
Tosa Maru	Yokohama	June 21st
Victoria	Victoria, B.C.	July 4th
Yamaguchi Maru	Vladivostock, &c.	July 6th
Yangtsze	New York, &c.	July 29th
Yawata Maru	Japan	June 22nd

VESSELS IN PORT.

Steamers.

ATHENIAN, British steamer, 2,440, H. Mowatt, 8th June,—Vancouver, B.C. 7th May, via Kobe and Moji 3rd June, Flour.—C. P. R. Co.

BAMBERG, German steamer, 2,660, H. Mayer, 13th June,—Moji 8th June, Coal.—Carlowitz & Co.

BREID, Norwegian steamer, 645, Johannessen, 13th June,—Singapore 6th June, Wood.—Dodwell & Co.

CHINA, German steamer, 1,115, P. Voss, 15th June,—Saigon 11th June, Rice.—Siemssen & Co.

CITY OF PEKING, British steamer, J. F. Smith, 15th June,—San Francisco 16th May, Honolulu 24th, Yokohama 5th June, Kobe 7th, Nagasaki 9th, and Shanghai 12th, Mails and General.—P. M. S. S. Co.

DIAMANTE, British steamer, 1,248, G. A. Tayler, 15th June,—Manila 12th June, General.—Shewan, Tomes & Co.

DON JUAN DE AUSTRIA, American steamer, Rowin, 20th Jan.,—Manila 16th January.

GLOUCESTER CITY, British steamer, 1,409, Nilsen, 28th May,—Saigon 24th May, Rice.—Dodwell & Co.

GODAVERY, French steamer, 713, Orsim, 1st April,—Saigon 25th March, General.—Chinese.

HONG LEONG, British steamer, 1,171, A. Fripp, 16th June,—Penang and Singapore 5th June, General.—Joo Teck Sing.

HUE, French steamer, 704, P. Merlees, 16th June,—Haiphong 10th June, Pakhoi and Hoihow 15th, General and Pigs.—A. R. Marty.

HUPEH, British steamer, 1,894, G. Ramsay, 4th June,—Iloilo 31st May, Sugar.—Butterfield & Swire.

INGRABAN, German steamer, 894, E. F. Piper, 13th June,—Cebu 8th June, Sugar and Hemp.—Meyer & Co.

KUMSANG, British steamer, 2,075, Hay, 24th May,—Kuratsu 19th May, Coal.—Jardine, Matheson & Co.

KUTSANG, British steamer, 1,495, R. C. D. Bradley, 16th June,—Calcutta via Penang and Singapore 10th June, General.—Jardine, Matheson & Co.

MACHEW, British steamer, 906, T. E. Farrel, 12th June,—Bangkok via Koh-si-chang 6th June, Rice and Timber.—Yuen Fat Hong.

MARIE JEBSEN, German steamer, 1,171, T. Matthiessen, 8th June,—Canton 11th June, Ballast.—Jebsen & Co.

MENMUIR, British steamer, 1,980, S. J. George, 5th June,—Sydney 13th May, Port Darwin 24th, and Manila 2nd June, General.—Gibb, Livingston & Co.

MICHAEL JEBSEN, German steamer, 710, H. Bendixen, 16th June,—Moji 10th June, Coal.—Chinese.

PETRARCH, German steamer, 1,252, L. Shall, 12th June,—Iloilo 8th June, Sugar and General.—Sander, Wieler & Co.

SABINE RICKMERS, British steamer, 690, Nasbet, 7th June,—Bangkok 31st May, General.—Arnhold, Karberg & Co.

SUNGKIANG, British steamer, 994, C. B. N. Dodd, 10th May,—Manila 7th May, General.—Butterfield & Swire.

TAICHIOW, British steamer, 862, P. S. Primrose, 10th June,—Saigon 6th June, Rice.—Yuen Fat Hong.

TETARTOS, German steamer, 1,574, T. Desler, 15th June,—Java 6th June, Sugar.—Siemssen & Co.

THYRA, Norwegian steamer, 2,150, Edwardsen, 10th June,—Moji 3rd June, Coal.—Butterfield & Swire.

TRITOS, German steamer, 1,033, W. A. Dinse, 5th June,—Saigon 31st May, Rice and General.—Siemssen & Co.

YEDO MARU, Japanese steamer, 1,068, S. Saito, 20th May,—Saigon 26th May, Rice.—Dodwell & Co.

YIKSANG, American steamer, 887, L. A. Muir, 12th June,—Iloilo 8th June, Sugar.—Jardine, Matheson & Co.

Sailing Vessels.

G. C. TOBEY, American bark, 1,390, J. F. Shurtlef, 4th May,—Tacoma 7th Nov., Timber.—Order.

HENRY FAILING, American ship, 1,850, Merreman, 23rd Mar.,—Tacoma 12th Jan., Timber.—Master.

P. N. BLANCHAN, American bark, 1,503, N. W. Blanchan, 15th June,—Chefoo 12th May, Ballast.—Captain.

ROSE, British bark, 465, Riekers, 12th June,—Freemantle, W.A. 1st May, Sandal Wood.—Siemssen & Co.

SHERARD OSBORN, British schooner, 876, R. H. Dunmall, 13th June,—Singapore 4th June, Telegraph Cable.—Telegraph Co.

SOFALA, British 4-mast ship, 2,160, Thomas Auld, 30th May,—New York 29th Jan., Case Oil.—Standard Oil Co.

TAM O'SHANTER, Amr. ship, 2,264, Ballard, 15th June,—Yokohama 20th May, Ballast.—Arnhold, Karberg & Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, June 17th, 1899.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Wei-hai-wei.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p. Com. E. J. W. Slade, Foochow.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., Yokohama.

Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. Montgomerie, Shanghai.

Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wrey, Wei-hai-wei.

Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe, Wei-hai-wei.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, Nagasaki.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut-Comdr. C. Chadwick, Shanghai.

Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, Hongkong.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Grafton, 1st class cruiser, 7,350 tons, 12 guns, 13,483 i.h.p., Capt. W. Fisher, Manila.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Captain G. Callaghan, Amoy.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Wei-hai-wei.

Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Wei-hai-wei.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Shanghai.

Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut-Comdr. P. S. St. John, Manila.

Phœnix, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Com. R. P. Cochran, Wei-hai-wei.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. Green, Manila.

Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De M. Cowper, Hongkong.

Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, en route Wei-hai-wei.

Rattler, 1st class gunboat, 715 tons, 6 guns, 1,205 i.h.p., Lieut-Com. The Hon. G. A. Hardinge, Foochow.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, en route Wei-hai-wei.

Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Yokohama.

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.

Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, Hongkong.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Amerigo Vespucci, Italian cruiser, 1,200 tons, Capt. Zezi, Singapore.

Bengo, Portuguese gunboat, 462 tons, 3 guns, 400 h.p., Lieut.-Com. Marques, Macao.

Etna, Italian cruiser, 3,530 tons, Capt. G. Giorello, en route Shanghai.

Kaiserin Elisabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai.

Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Macao.

Marco Polo, Italian cruiser, 4,457 tons, Captain Ed. Incoronati, San Mun.

Saida, Austrian cruiser, 2,350 tons, Capt. [illegible], Shanghai.

[illegible], Italian cruiser, 2,350 tons, Captain [illegible], Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Fushima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Yokohama.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki.
Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.
Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki.
Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu.
Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.
Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kobe.
Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p.
Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo.
Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.
Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p.
Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p.
Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.
Akitsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p.
Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.
Idzumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p.
Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p.
Akitsushima, protected cruiser, 1st class, at Manila.
Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.
Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p.
Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 h.p.
Tsukushi, 3rd class, 1380 tons, 12 guns, 2,887 h.p.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p.
Katsuragi, 1,480 tons, 10 guns, 1,600 h.p.
Yamato, 1,480 tons, 10 guns, 1,600 h.p.
Tenriu, 1,550 tons, 10 guns, 1165 h.p.
Kaimon, 1,360 tons, 10 guns, 1,125 h.p.
Amagi, 1,030 tons, 13 guns, 720 h.p.

Gunboats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko.
Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo.
Atago, 620 tons, 10 guns, 700 h.p.
Maya, 620 tons, 10 guns, 700 h.p.
Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan.
Soko, 572 tons, 4 guns, 400 h.p.
Iwaki, 600 tons, 6 guns, 400 h.p.
Chinto, 490 tons, 5 guns 472 h.p.
Chinsei, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p.

Torpedo-boats.

Ikadusch, Japanese torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, Hongkong.
Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
1 boat (Normand), 75 tons, 3 torpedo-tubes, 1,300 h.p.
2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Rinjo, armoured cruiser, 2,530 tons, 10 guns, 860 h.p. (used as gunnery training ship.)
Kanjiu, sailing ship, 877 tons, 6 guns, (used as training ship.)
Manjiu, sailing ship, 877 tons, 6 guns, (used as training ship.)
Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p. (used as training ship.)
Asama, sailing corvette, 1,420 tons, 12 guns, (used as a hulk.)
Jingei wooden paddle steamer, 1,465 tons, 2 small guns. (used as torpedo training ship.)

Post Office.

A Mail will close:—

For Canton—Per *Powan* to-morrow, the 18th instant, at 9 A.M.

For Hoihow and Haiphong—Per *Hue* to-morrow, the 18th instant, at 9 A.M.

For Shanghai—Per *Hunan* to-morrow, the 18th instant, at 9 A.M.

For Sydney and Melbourne—Per *Chingtu* on Monday, the 19th instant, at 9 A.M.

For Kobe, Yokohama, Honolulu, San Francisco and San Diego—Per *Thyra* on Monday, the 19th instant, at 9 A.M.

For Iloilo and Cebu—Per *Chihli* on Monday, the 19th instant, at 11 A.M.

For Singapore, Penang and Calcutta—Per *Kumsang* on Monday, the 19th instant, at 11 A.M.

For Manila—Per *Diamante* on Monday, the 19th instant, at 3 P.M.

For Shanghai—Per *Yiksang* on Monday, the 19th instant, at 3 P.M.

For Kongmoon, Kumchuk and Samshui—Per *Tung Kong* on Monday, the 19th instant, at 4 P.M.

For Bangkok—Per *Taichiow* on Tuesday, the 20th instant, at 9 A.M.

For Swatow, Amoy and Foochow—Per *Haitan* on Tuesday, the 20th instant, at 9 A.M.

For Hoihow and Bangkok—Per *Machew* on Tuesday, the 20th instant, at 9 A.M.

For Shanghai—Per *Dyeemoon* on Tuesday, the 20th instant, at 3 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *City of Peking* on Thursday, the 22nd instant, at 10.45 A.M.

For Europe, &c., India, via Tuticorin—Per *Nubia* on Saturday, the 24th instant, at 11 A.M.

For Nagasaki, Kobe and Yokohama—Per *Rosetta* on Saturday, the 24th instant, at 3 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India* on Wednesday, the 28th instant, at 11 A.M.

Printed and Published by ETHELBERT FORBES SKERTCHLY, at No. 50, Queen's Road Central, in the City of Victoria, Hongkong.